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## DEATH.

On July 25th, at the Municipal Isolation  
Hospital, Shanghai, MONTAGUE  
HARRIS, Barrister-at-Law, aged 35 years.  
HONGKONG OFFICE: 10A, DES VOUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 27th, 1912.

It is lamentable at so early a date in the history of the Chinese Republic to observe the rise of political factions fighting for power, and squabbling over every important official appointment that is made. Three political parties now exist in China, and in the National Council they appear to be very evenly represented, so that we gather from the Chinese newspapers that the President's ideal of a non-Party Cabinet is unworkable; a Coalition Cabinet is equally impossible, and, since the parties are of equal strength, there can be no hope for the present of a strong Party Cabinet. What policies differentiate these parties few of the politicians probably are able to explain. It would seem in each instance to be a case of "men not measures" rather than the reverse. However, the factions are sufficiently powerful to disorganise the Government, and the recent resignation of five or six members of the Cabinet appears to be attributable entirely to this cause. Every official appointment seems to be the subject of war between the factions. Especially is this the case in regard to the Provincial Governorships.

in the situation in China, and must fill the minds of all observers with deep apprehension. We notice that Mr. W. V. DAWSON, of Shanghai, has drawn public attention to the applicability to China of some remarks in Lord Kitchener's first report on Egypt. As to internal politics, Lord Kitchener says: "I have been forcibly struck by the fact that the formerly homogeneous body of intelligent Mohammedan inhabitants who constituted a collective community, based on fixed social law, is now split up and divided into parties and factions of a political character. Whatever the value of a party system may be in Western political life, it is evident that its application to an intensely democratic community, the essential basis of whose social system is the brotherhood of man, combined with respect for learning and the experience of age, is an unnatural proceeding fraught with inevitable division and weakness. The development and elevation of the character of a people depends mainly on the growth of self-control and the power to dominate natural impulses, as well as on the practice of unobtrusive self-reliance and perseverance combined with reasoned determination. None of these elements of advance are assisted in any way by party strife. Calm and well-considered interest in political affairs is good for both the governed and those who rule, but fictitious interest, generally based on misrepresentation and maintained by party funds and party tactics, does nothing to elevate or develop the intelligent character of an Oriental race." How applicable all this is to China, every student of the situation will recognise. It is a political gospel that needs to be persistently preached in China, for it can with confidence be asserted that so long as rival political factions intimidate the government as they do at the present time it is hopeless to expect to see stable government and solid and substantial progress in China. We observe that some of the leading Peking papers, realising whether this party strife is leading the country, are pleading for "the reformation of the political parties" or for a modification of their policies. What is needed is that some attempt should be made among themselves to formulate a definite policy, and then combine to carry it out. If Dr. SUN YAT-SEN is the man that Dr. CANTLIE, his biographer and life-long friend, believes him to be, he has a magnificent opportunity, now that he is in the North, to prove that his statesmanship is equal to the organising ability he displayed in the successful inauguration of the Revolution. We are at least sure that no leader of public opinion in China realises more clearly than Dr. Sun the evil consequences which must arise if at this juncture in China's history the strife of political factions leads to frequent changes in the Ministry and weakens confidence at home and abroad in the stability of the Government and its power to successfully lay the foundations of the new régime in China from which so much is hoped.

Mrs. Savage, wife of a Post Office superintendent, summoned her houseboy at the Magistracy yesterday for assaulting her and for leaving his employment without giving proper notice. For the assault he was sentenced to six weeks' imprisonment and for the second offence he was fined \$5 or 14 days in prison.

Captain F. L. D. Jarrad, 126th Baluchistan Infantry, proceeded to Canton on the 21st inst. in relief of Captain B. de L. Brock, of the same unit. Captain R. J. Clarke, Lieut. L. Spencer, 4 Indian Officers, 159 N.C.O.'s and men, and 16 followers, 8th Rajputs, returned to Kowloon from the New Territory on the 23rd inst.

We have become fairly accustomed in Hongkong to ignorant Chinese jumping from tram cars in motion and receiving injuries, but not until Thursday had any incident been reported of a Chinese attempting to jump from a railway train in motion. Such was the feat of a countryman on Thursday when he found that the afternoon express from Kowloon did not stop at Tai Po Market. He fell on his head and sustained injuries which necessitated his removal to hospital.

In view of the inadequacy of the provision existing hitherto for the education of children of British parents on the Hongkong side of the Harbour, the Government, on the request of several parents, has consented to allow girls of over thirteen years of age to attend the Victoria British School, East Point. Up to the present it has been the rule that, on attaining the age of 13 years girls should leave this School. It will now be possible for girls to remain there until their education is completed. They will be prepared for the Oxford Local Examinations chiefly. To meet the requirements of these girls, a new class room is being provided for their exclusive use. They will not mix with the boys and they will begin and end school each day at different hours to the boys. The classes will be conducted chiefly by Mrs. Bishop and Mr. H. A. Cox, B.A., while an extra assistant is being appointed to take Mrs. Bishop's place with the younger children.

## THE FRENCH MAIL SERVICE.

M. Thomas, the Agent of the Compagnie des Messageries Maritimes in Hongkong, informs us that, as a consequence of the recent seamen's strike in France, there will be no call of the Messageries Maritimes mail steamers in Hongkong on the 26th instant (outward) and 27th August (homeward), these calls being in connection with the sailing from Marseilles which ought to have taken place on the 30th of June and was finally cancelled.

The next voyage has been undertaken by the steamer *Caldonian*, which left Marseilles on the 21st inst. instead of the 14th, so that she may be expected to arrive here on or about 16th August instead of 12th, and will perhaps return from Japan at her schedule date, 9th September.

## THE PROPOSED CHINESE LOAN.

Mr. Keir Hardie (Merthyr Tydvil, Lab.) in the House of Commons on the 5th inst. asked the Secretary for Foreign Affairs whether he still affirmed that the Chinese Government wanted to borrow £20,000,000 sterling, and if so, upon what theory did he explain the fact that the Chinese Government had hitherto resisted all pressure to have that sum, for which they had no immediate need, forced upon them, and were being supported in that refusal by the Minister representing the United States of America; and whether he would make further inquiries from independent sources and, if he found that the utmost sum asked for by the Chinese Government was £10,000,000, he would join with the American Minister in protecting the Chinese people from the usury-making designs of a ring of European financiers.

Mr. Acland—As I have already explained, the initiative in the matter of loans has rested throughout, and now rests entirely, with China, and there has never been any question of forcing her to borrow more than she wants. The statement in the question that any one of the Governments is acting at variance with the others is untrue. If the sum now desired by the Chinese Government is less than that which they originally asked for, I have no reason to think that there will not be complete accord between the groups and Government concerned with regard to the provision of the loan sum only, if the conditions of the loan and the security are satisfactory. The hon. member's question is formed upon an entire misapprehension, and I cannot too strongly repeat that there is no question of forcing upon China any sum for which she does not ask. On the contrary, the difficulty is to arrange safe conditions

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## IMPERIAL DEFENCE.

## STATEMENT BY THE PREMIER.

London, July 26th.  
On the Estimate of the Committee on Imperial Defence, Mr. Asquith made an important statement, reviewing the composition and work of the Committee. Since the vote had last been discussed in the House of Commons the Committee had had upon at least two occasions the opportunity for showing the elasticity of its constitution. Last year they had the pleasure of summoning the Premiers of all the self-governing dominions to their meeting, and he did not think there ever had been a more significant and more momentous occasion. The second occasion was when Mr. Borden and his colleagues attended the meeting last week. He was glad to say that they would attend again next week, and he hoped they would arrive at some satisfactory agreement. Dealing with the work of the Committee, he said there were four permanent sub-committees, which were practically in constant session. The first was the Home Ports Defence Committee. It had sent in no less than 25 reports to the Committee, which had received the approval of the Admiralty and the War Office, and to the majority of those reports effect had already been given. These reports referred to the best means of providing for the defence of all vulnerable points round our shores. The second sub-committee was the Overseas Committee, which had to deal with a large number of matters concerning the defence not only of the Crown Colonies but the self-governing colonies, as well as Egypt and India. The third committee was appointed last year, and he attached the greatest importance to it. It was the sub-committee for the co-ordination of departmental action upon the outbreak of war. It had already compiled a war book which definitely assigned to each department the responsibility for action under every head of a war policy. The fourth sub-committee was called the Air Committee. It dealt with all matters of aerial navigation, both military and naval. The other temporary sub-committees were constantly sitting to deal with various matters, among which he mentioned internal transportation, overseas transport, and wireless telegraphy throughout the Empire. He affirmed that the Committee had no influence on policy, and although it did not determine policy, its conclusions were necessarily governed by reference to our international relations. In that respect there had been, since the Government came into Power, no change of policy of any sort or kind. He said that with the greatest emphasis.

He declared that international relations were being conducted now as in the past decade on perfectly settled and definite lines. They had not shifted to the right or the left during the whole of that time. What were they? We cultivated with great and growing cordiality on both sides our special international friendships. They had stood the test of time, the test of bad as well as good weather. He did not hesitate to say that many questions which had arisen ten or fifteen years ago might have been the cause of friction, possibly ill-feeling, and even worse. Things had smoothly yielded to mutual accommodation and perfect goodwill without trouble from one side or the other. "Yet, remember," he said, "what is sometimes forgotten by those who criticise our foreign policy—that those Powers with whom these special relations exist are Powers which, in various parts of the world, are brought into close and intimate contact with us, with infinite possibilities of friction, and possibly animosity, if our relations were not, happily, what they are between ourselves and those great Powers with whom, in Asia, Africa, and elsewhere, we and our

Powers between whom and ourselves intimate relations exist I must add that our friendships with them are not in any sense exclusive. (Cheers.) I say deliberately that we have no cause, as far as I know, no occasion, for quarrelling with any country in any part of the world."

(Cheers.)  
He viewed without the least suspicion or dissatisfaction, and with more than equanimity the special conversations and interchanges of views such, for instance, as those between Russia and Germany. The country's relations with the great German Empire were relations of amity and goodwill. Lord Haldane had paid a visit to Berlin earlier in the year and entered into conversations and there was an interchange of views. These had been continued since in a spirit of frankness and friendship on both sides, and we had now in London a distinguished diplomatist whom the German Emperor had sent to our Court. Our friendships were in no sense exclusive, for more than one reason. The greatest of British interests remained the peace of the world. If, unhappily, as was the case, there was in this country, as elsewhere, a growing and lamentable expenditure upon armaments, both naval and military, there was no Power in the world which did not know perfectly well that, so far as we were concerned, we had no aggressive purpose. (Cheers.) We coveted no heritage; we had no inclination nor temptation to extend in any way the range of our responsibilities.

"But those responsibilities," he said in conclusion, "are world-wide, and if we are compelled to divert from other purposes more productive, more advantageous to mankind, the sum which we are now spending for the maintenance of our supremacy at sea, I am speaking what every one in this House knows to be what is absolutely and literally a fact when I say that that expenditure is regarded by us simply as an insurance, a necessary insurance of the enormous interests of which the Government of this country and the House of Commons are, or ought to be, the faithful and vigilant trustees." (Loud cheers.)

## MR. BONAR LAW'S VIEWS.

Mr. Bonar Law said the whole question was: Are you running it too fine? If there was a possibility of war with one member of the triplets it would be foolish to ignore the probability of other members participating. The German point of view of naval defence was natural, and they were perfectly entitled to take it. That was really our difficulty, for it is a view incompatible with our security. What we need is co-operation, in peace and war, within the Empire. If the problem is faced with goodwill, patience and courage it can be solved. Its solution was the only security for the continued existence of the Empire, and it would also be the best guarantee for the peace of the world.

A FEEBLE PROTEST AGAINST THE ARMAMENTS.  
Mr. Ponsonby moved a reduction in the vote for the Defence Committee as a protest against the expenditure on armaments as being provocative Foreign policy.  
Mr. Molteno and other Radicals supported the motion.  
Sir Edward Grey, in winding up the debate, denied that Foreign policy was responsible for the expenditure on armaments. To tear up the policy of the last decade would worsen and not better things. A reversion to the policy of "splendid isolation" would mean diplomatic friction with one nation after another and an enormous increase in our naval strength. Great Britain's policy was not responsible for the German Navy as the preamble to the Germany Navy Bill of 1900 showed. He asked the advocates of limitation whether the agree-

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE ILLNESS OF THE EMPEROR OF JAPAN.

Tokyo, July 26th.  
This afternoon the Princes, Ministers of State, and Privy Councillors were summoned to the Imperial Palace.

The latest bulletin indicates that His Majesty's condition is weakening.

[THROUGH REUTER'S AGENCY.]

## NAVAL CONSTRUCTION.

AGITATION IN FRANCE.

London, July 26th.  
The French newspapers are demanding increased naval construction in view of the programmes of Italy and Austria.

## GREAT BRITAIN AND TIBET.

London, July 26th.  
Major Archer Shee asked a question in the House of Commons in reference to the maintenance of the *status quo* in Tibet as it was at the time of the signature of the Anglo-Russian Agreement.

Sir Edward Grey replied that Sir John Jordan, H.M.'s Minister at Peking, acting on instructions, had protested against any change being made in the political status of Tibet at variance with the Anglo-Tibetan Treaties and the complete undertakings which China had given to Great Britain. He did not think it desirable at present to approach Russia for a variation of the Agreement allowing the sending of a British Agent to Lhasa, but trusted that it would be possible for the *status quo* to be preserved in accordance with the existing agreements.

## TUMULT IN THE TURKISH CHAMBER.

London, July 26th.  
A tumult was created in the Turkish Chamber at Constantinople by the President reading a letter bearing the seal of the Military League ordering him to retire and dissolve the Chamber within 48 hours.

## DISASTROUS RAINS IN AMERICA.

London, July 26th.  
Reuter's correspondent at Pittsburgh telegraphs that tremendous rains have caused widespread devastation in West Pennsylvania, East Ohio, and West Virginia. Streams have overflowed with incredible rapidity, and reports come from all quarters of people having been drowned. Sixty are known to have perished.

## A BYE-ELECTION.

London, July 26th.  
A bye-election takes place in North-West Manchester a fortnight hence, Sir George Kemp persisting in his resignation. Mr. Hewart, a barrister is the Liberal candidate and Sir John Randles the Unionist.

## DEATH OF A FAMOUS CHINA MISSIONARY.

London, July 26th.  
The death is announced of the Rev. Griffith John, the famous China Missionary.

[The Rev. Griffith John was a Missionary of the London Missionary Society. He was born in 1831, began to preach in Welsh at the age of 14, and in 1853, when he was 22 years of age, he offered his services to the London Missionary Society and they were accepted. He was ordained in 1855 and sailed for Shanghai the same year. He spent more than five years at and around Shanghai, doing evangelistic work and establishing churches, travelling widely in all the region round about Shanghai. He went to Hankow in 1861 and was the first Protestant Missionary in Central China. He travelled extensively in Hupeh, Hunan, Szechuan, Kiangsi and several other provinces as a pioneer missionary, and during his long service has established in association with his colleagues more than a hundred missionary stations in the provinces of Hupeh and Hunan, and planted scores of churches. He translated and published in Chinese the whole Bible in both the Mandarin dialect and classical Chinese.



## SUPREME COURT.

Friday, 26th July.

## IN SUMMARY JURISDICTION.

Before Mr. H. J. Gompertz  
(Puisne Judge).

## THE CLAIM BY A NURSE.

The hearing of the action at the instance of Miss Emma S. Hamilton against Mr. H. W. Looker for \$1,000, damages for wrongful dismissal, was continued before his Lordship and a special jury consisting of Messrs. F. Maitland, A. R. Lowe, and L. Berindogoue. Mr. Reader Harris, of Messrs. Wilkinson & Grist, appeared for plaintiff, Mr. Looker appearing in person.

Mr. Looker asked to be allowed to put one or two questions which he had overlooked in his cross-examination of the plaintiff.

His Lordship consented.

Mr. Looker—After you had been dismissed and before you left the house, I offered, did I not, that I was quite willing to let your engagement be treated as mutually rescinded?—Not after you dismissed me.

On what date did I dismiss you?—Thursday, 20th June.

Did you see Mr. Wilkinson?—Yes.

Before you left the house?—Yes.

On the 26th June I wrote to Mr. Wilkinson, "I wish no harm to Miss Hamilton. As I told you last Saturday if she preferred to rescind her agreement I was quite prepared in her interests to let the matter rest on that footing. I am still willing to do that." I put it to you that Mr. Wilkinson communicated that to you?—I think that is a letter I have not heard about.

Mr. Harris—Mr. Wilkinson treated it as a private letter.

Mr. Looker—Did I put that offer to you?—I don't think that letter was read to me.

Was that offer made to you?—Will you read it again?

Letter read—That was not what Mr. Wilkinson—

Was that not told you by Mr. Wilkinson?—No, I don't think I was told that by Mr. Wilkinson.

What is the date of that letter?—26th June.

That letter says—"As I told you last Saturday." Was that communicated to you?—No, I have always refused to break the agreement.

Mr. Looker—I don't think you should look to your solicitor for corroboration.

Mr. Harris—I was not looking at my client at all.

Mr. Looker—I suggest your client was looking to you.

On the 8th July I wrote to Mr. Wilkinson telling him I should have no objection to adding some statement as you suggest to the testimonial and to provide her with a second class passage to England?—That is the communication that was put to me.

You refused that?—I preferred to have what I had in my book rather than what you suggested. It was not definite. That letter did not come until after the writ had been issued.

Mr. Looker—That letter is dated 8th July and the writ is dated 12th July.

Mr. Harris—Your Lordship will see how objectionable this is.

His Lordship—I don't see what it has to do with the case.

Mr. Harris—It is irrelevant.

His Lordship—You won't carry this further, I suggest.

Mr. Looker—One more letter. With regard to these letters I took the opportunity of seeking the opinion of an eminent Counsel on the subject, and he thought there could be no objection.

Mr. Harris—I object to this. The eminent Counsel is interested in the case and may be a witness.

Mr. Looker—The letter I wrote to your solicitor was, "I desire to repeat formally the offer made in a personal letter to Mr. Wilkinson on the 8th instant from a desire to spare my wife the ordeal and nervous strain of the witness-box and reluctance to impose the same ordeal on various witnesses. I have no objection to adding some supplement, on the lines suggested, to what was written in plaintiff's testimonial book as far as I felt I could properly and safely add, and to provide her with a second class passage to England." Was that letter put to you?—You are reading a private letter.

Was this the first time any suggestion was made to you of an offer of mine?—That was the first letter that came to me.

I am asking you about the letter of July 12th. Was that the first occasion that any offer of mine had been put to you?—It had been put before, but it did not come as an official letter. Your letter was not an answer to the letter written by Mr. Wilkinson from me.

And you did not accept that offer?—The writ had already been issued.

I ask you whether you accepted it?—I refused it. I did not consider that it was better than the one I had got.

You told us that Mrs. Looker told you that you could go and that she or I would gladly pay your passage home rather than have you here so unhappy?—Yes. But you took it back the same evening.

I put it to you that your answer was, "No, I am not going to be a failure. I am determined not to be a failure, and I won't take it"?—No, I asked you if you stuck to Mrs. Looker's offer, and you said, "Certainly not."

I may say that what you are speaking is untrue?—That is not untrue.

What did I tell you?—You said to me, "If you like, I will leave you behind when we go back in October and we will take a travelling amah with us." Then you came back and said that "Mrs.

Looker says it is impossible."

His Lordship—How does this come in?

Mr. Looker—It does not come in.

Mr. Looker—If I do not put these to the plaintiff and get her denial I may be stopped when I examine my witnesses upon them. Plaintiff's story is that she never asked to be dismissed and was never willing to go.

Mr. Harris—She does not say that at all. Her case is clear without that evidence.

Mr. Looker—The plaintiff has said in her evidence that she never wished to go.

Mr. Harris—In reply to your questions. That is not part of her case.

His Lordship—Your case is that the plaintiff was anxious for you to dismiss her?

Mr. Looker—Yes.

His Lordship—It goes to the facts of the whole thing.

Mr. Looker—There is another view. I filed a lot of particulars of the grounds on which I justified the dismissal.

In plaintiff's evidence in answering these particulars she made a lot of statements not directly connected with them, which if allowed to pass unchallenged might possibly be prejudicial to my attitude and conduct and the attitude and conduct of my wife. Having made these statements surely I am entitled to put in evidence to show that they are not true?

His Lordship—What exactly do you mean?

Mr. Looker—There are lots of statements in her examination which are not at all necessary in dealing with the particulars. I am merely stating that these being inconsistent with the facts I am entitled to call evidence to prove that.

After further remarks,

His Lordship said he did not wish to stop Mr. Looker.

You said I have refused to pay your passage to England?—Before I was dismissed, yes.

Did I not tell you that if you had no means I should pay your passage and give you money to support yourself when you got home? Is that true or not true?

—I think you did say that. I could not see how it affected the case.

Is it not a fact that owing to the constant friction over the care of the child that it was arranged that you and the child should have your meals separately, and that Mrs. Looker should not interfere with you at all?—We had our meals separately.

For that reason?—Whether that was Mrs. Looker's reason or not, I cannot say. I do not know that Mrs. Looker gave a reason. She said she wished it like that.

Witness was then questioned as to the visits of the doctor to the house, and as to Mrs. Looker having stated that Dr. Barston was an authority on Eastern diseases. She did not say that if he asked his wife or his nurse he would find that it was impossible to prevent children from eating things.

Mr. Harris—Is that an allegation of rudeness or insolence?

His Lordship—I don't see how it is relevant.

Mr. Harris—It is a waste of time.

His Lordship—It is not a matter which has been touched upon.

Mr. Looker—Am I not entitled to ask plaintiff any question I like which I think her answers will be for or against me? My friend can make whatever comment he likes.

Mr. Harris—I object to your going outside your particulars.

His Lordship—remarked that great liberties were allowed in cross-examination, and he hoped Mr. Looker would not go too far.

Witness admitted that the doctor had given directions regarding the care of the child.

In your view were these suitable or necessary?—A doctor's directions are necessary and must be followed.

I put it to you that in your view they were unnecessary?—They certainly were necessary.

I put it to you that you did not carry them out properly?—I carried out every order given by the doctor.

Constantly and throughout your service?—Constantly and throughout my service.

You have told us on one occasion that you went in to see Mrs. Looker and Mrs. Looker cried?—Yes.

I put it to you that you went in to Mrs. Looker and said: "I don't know why I am doing things which upset you. I don't want to do it, but I can't help it." Is that true?—It is quite untrue.

And that Mrs. Looker said to you: "You have your two nurseries, and if you would only stick to them we might get on"?—That is not so.

Mrs. Looker said to you: "If only the child would be well, she would put up with anything"?—No.

You said that I said to you that you had swollen head, and that if you were a specimen of Norland nurses I did not think much of them. I put it to you that that is not true?—That was quite true.

Witness was then questioned as to obeying Mrs. Looker's instructions. She denied having asked to be allowed to break her agreement. Defendant made it perfectly clear by his perpetual nagging that he did not wish to keep her. She did not tell him on one occasion that the whole trouble was because he grudged the high salary he was paying her. He said on one occasion that he would pay more to have the child well, but he added that he would grudge it. Plaintiff was questioned with regard to an occasion when she was ill and thought that Mrs. Looker would have sent for the doctor. Mrs. Looker did not offer to send for the doctor and witness did not decline to have a doctor.

Mr. Looker asked if witness could account for the fact that since she had left the child was well and in better health than it had been all the time it was under her care.

Mr. Harris—That is not a fact at all. My friend is giving evidence all the time.

Mr. Looker—Can you account for the fact?

His Lordship—Put the question in proper form.

Mr. Looker—Can you account for the fact which I allege that after the child was removed from your care it manifested a rapid improvement in health?

Plaintiff—I can account for it. If Mrs. Looker had been removed and the child had been under my care the same thing would have happened. Owing to the perpetual friction which took place over the child, the health of the nurse must suffer, and the state of the nurse reflects upon the child, so that the child invariably suffers.

Do I understand you to say that the state of your health affected the child?—I do not say it did. The child was perfectly well when I left.

Cross-examined about the knife which she showed the child to have, she denied that she did so against Mrs. Looker's orders.

In the course of this examination witness said—One minute. Must I answer six questions always with one answer? Some of the questions put to me are true and some are not true.

His Lordship—Answer it bit by bit.

Witness denied that on the occasion when the child had a steel knife at tiffin that she told her to put the point into the joint of the chicken on her plate.

Is it not a fact that you do not like chicken?—Yes.

Did you eat chicken?—I had to eat it. It was on the table that day.

Is it part of the Norland regulations that the nurses should accustom themselves to the existing domestic conditions?—Yes.

Did you do that in my house?—Yes.

Under re-examination by Mr. Looker, plaintiff said that she did not take to nursing because she could not live with her mother and sisters, but because she was engaged to a man who was mortally wounded in the South African war. Referring to the incident at tea in a lady's house, where she was alleged to have declared that she would break her agreement whenever she chose, she denied that she had ever said such a thing.

The lady was Mrs. Alabaster. Mrs. Looker was not pleased when she learned that she had been there to tea. She said that she did not wish her to have anything to do with Mrs. Alabaster. When she said that she had another engagement to go to, she meant that she was under promise to take a girl abroad some time. When she slept in the same cabin as Mrs. Looker that was at Mrs. Looker's desire.

Mrs. Looker entered her in the passage list as "servant." She attributed the friction that existed to the perpetual nagging and fault-finding of Mrs. Looker, who was always construing what she said as rude. She did not order the child's food and she was told to give it what was sent in. She was fond of the child and the child was fond of her.

Mrs. Barlow was then called on behalf of the plaintiff and spoke of taking plaintiff's book at her request to Mr. Looker for a testimonial to be written in. She denied that she said to Mr. Looker that Miss Hamilton did not mind whether a bad testimonial was written in, as if the testimonials were all good people might think they were fictitious.

Mr. Looker cross-examined on the same point, and the hearing was adjourned until to-day.

## HOTEL RIVALRY ON THE HARBOUR.

An interesting case was opened before Mr. E. A. Irving, at the Magistracy yesterday, when Harry Kelly, of the Grand Hotel, and Albert Kahrs, of Messrs. Thos. Cook & Sons, were summoned for using abusive language to Nathan Blumenthal, of the Astor House Hotel, and Kahrs was also proceeded against for assaulting Blumenthal. There was a cross-summons against Blumenthal for assaulting Kahrs. Mr. W. E. L. Shenton, of Messrs. Deacon, Looker & Deacon, solicitors, appeared for the complainant and Mr. M. Reader Harris, of Messrs. Wilkinson & Grist, solicitors, for the two defendants.

Complainant stated that on July 21st he was on board the str. *Cable* in the interests of the Hotel, Mr. Solomon and the two defendants being also on board. Four American passengers were doubtful whether to stay in Hongkong or go straight on to Canton, and he offered to keep their baggage until their return from Canton, to which they agreed, when Mr. Kelly "mixed in" and said the Grand Hotel was the only American Hotel in the Colony. Mr. Workman, head of the party, said he had decided to let his baggage go to the Astor House, and the witness proceeded to dispose of the baggage. Kelly was persistent, and ultimately applied the offensive description complained of to the Astor House, Kahrs then interfered and also made a similarly suggestive remark. Mr. Workman then came back and said he wanted his baggage back, as he would not stay at the Hotel. On the 23rd inst., the witness was on board the str. *Minnesota*, and got a number of passengers for the Astor House. He was also asked to transfer the baggage of four passengers, old guests of his Hotel, to the *Chippa*.

While he was marking the baggage, Kahrs came along, seized his hand and said, "Don't you interfere with the baggage." He explained what he was doing and he was then called to his launch. Alongside it were the Company's and Cook's launches. He then saw Kahrs coming from Cook's to the Astor House launch, and thinking he wanted to pass made way for him. But Kahrs stopped, and said, "Now I will fix you." He put his hands on witness' shoulders and then "kneed" him. The witness' coxswain pushed Kahrs back and the latter's hat was knocked off by the evening. He called Mr. Blanch, the manager of Cook's, who was on the launch, but Mr. Blanch refused to interfere, saying they must fight it out themselves.

E. J. Louman, a guest at the Astor House Hotel, who arrived by the str. *Minnesota*, gave corroborative evidence. The case was remanded.

## A KOBE CAUSE CELEBRE.

One of the most interesting judgments ever given by a Japanese tribunal was pronounced the other day in the Osaka Appeal Court. This concerned what is known as the Kobe Dynamite Explosion. On April 7th, 1910, shortly before 7 o'clock in the morning, when everyone was getting up, the whole town was shaken from end to end by the roar of a tremendous explosion. A lighter containing over one hundred tons of dynamite and a small quantity of gunpowder and gelignite, had blown up with terrific force—producing, in fact, the greatest explosion on record, though happily, not the most destructive, for the fact of the lighter being some distance off shore minimised the force of the shock on land. Even so, however, the destruction on land in the way of shattered glass, and broken doors and window shutters, was very extensive, and few houses escaped damage altogether. The most serious loss was sustained by the Kobe Gas Co., whose works are situated on the water front. Two large gasometers were tilted over by the sudden atmospheric disturbance, and of course all the gas contained in them escaped. Hence the action for damages against Messrs. Nickel & Co., the owners of the lighter. The claim was for 15,988.99 yen. The Kobe Court dismissed the claim, holding that no negligence on the part of the stevedores had been established. But now this decision has been reversed by the Osaka Appeal Court, which has found that there was negligence on the lighter. The man in charge of the craft, the Judges point out, was known to have a cooking apparatus on board, and yet the owners failed to take the necessary precautions against an obvious danger, with so much gunpowder and dynamite stored in the hold. The defence claim that anything in the nature of a fire was strictly prohibited on the lighter; if so, asks the Court, why did they not carry out a proper inspection of the dangerous craft? In view of these facts, therefore, the Court holds that negligence has been clearly proved, and defendants must pay the full amount of the claim.

It is understood that an appeal has been lodged against this decision, the far-reaching consequences of which are obvious. If the Osaka Court's decision is upheld, practically every householder in Kobe is legally entitled to compensation from Messrs. Nickel & Co., for broken glass and other material damage. When it is remembered that some firms suffered damage in the way of broken glass alone to the amount of two hundred yen and more, the position is seen to be a serious one for the foreign firm. Happily, for Messrs. Nickel & Co., however, no civil claim can be instituted in the Japanese Courts after the lapse of a year.—*The Far East*.

## HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated July 26th state—

With the exception of a speculative movement in China Sugars, the local market has ruled quiet throughout the past week and but little business of importance has been transacted. Sterling "Rubber" shows a slight improvement on the period under review, with Fine Hard Para 1½d. higher at a closing quotation of 4/11½ per lb sellers. Singapore Rubbers are quiet but steady at about last quotations. The Bank of England rate of discount remains at 3 per cent., but the open market rate has advanced to 3½ per cent. Bar Silver is steady at 27½d. ready, 28d. forward, and Sterling T.T. at 1/11½. Consols after further receding to 73½, the lowest point touched, are firmer again at a closing quotation of 74. Shanghai T.T. is quoted at 73½.

Banks—Hongkong and Shanghai have been sold in small lots at \$97½ closing with sellers at \$97½. The London rate is quoted privately by wire this morning at \$23 6s. 0d.

MARINE INSURANCES.—Unions have been booked at \$795, market closing with probable small buyers at this, and sellers at \$800. China Traders and Yangtzes are quiet at last quotations, and North China are to be had in the North at Tls. 135. Cantons have again advanced, the closing rate being steady at \$240 with sales.

FIRE INSURANCES.—Hongkong are quiet with a small sale reported at \$355. Chinas are still in request at \$132, but again no sales are reported.

SAVINGS.—Hongkong, Canton and Macao continue firm with buyers at \$27. It is announced that, subject to audit, the directors of this Company will recommend at the forthcoming half-yearly meeting, advertised for the 6th proximo, the payment of a dividend of \$1 per share, absorbing \$80,000; write off book value of steamers \$25,000; write off book value of wharves and properties \$10,000; transfer to special reserve fund \$10,000; and carry forward to new account \$24,820.03. The transfer books of the Company will be closed from the 23rd July to the 6th August, both days inclusive. Indo-Chinas are procurable locally at \$72, the London quotation being unchanged at 140½ middle price.

China and Manilas have sold and are procurable at \$9. Dongwoods are quoted at 4/— buyers and Chinese Engineers at 33/9 (middle price). Raubas after sales at \$4 close quiet at the quotation.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been booked at \$45 and \$46 closing steady at the latter rate. Kowloon Wharves are wanted at \$61½, no shares being apparently available under \$62. New Amoy Docks are quoted at \$63, Shanghai Docks at Tls. 50, and Shanghai and Hongkong Wharves at Tls. 93, the latter being in request in the North.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are a little easier with sellers at \$105½ and no sales reported. Kowloon Lands continue in request at \$24, and West Point at \$36½. Hongkong Hotels have sold and have further buyers at \$113 and \$75 for old and new respectively. Humphreys Estates have been booked at \$7.95, market closing with buyers at this and sellers at \$8.

COTTON MILLS.—No business is reported in this section, and quotations are unchanged.

MISCELLANEOUS.—China Providents have been booked at \$81. Cements at \$42, Union Water Borts at \$8½, and Steam Laundries at \$51. There are buyers of China Borneos at \$8.60, Peak Trams at \$10½, Ropes at \$19½, and Watsons at \$41. Cements are procurable at \$42, 12s at \$210, and Steam Fisheries at \$4. Larkgats have been sold to the North at Tls. 62.

LONDON QUOTATIONS.—The following quotations (middle price) were received from London by wire to-day:—

United Serdangs ..... 105/-  
Sapongs ..... 25/-  
London Asiatics ..... 10/3  
E. & I. Trusts ..... 15/-  
Rubber Trusts ..... 8/9 premium.  
Trombors ..... 75/-  
Hongkong Electric Trams. 4/6  
Shell Transports ..... 101/3  
Chinese Engineers ..... 33/9  
Indo-Chinas ..... 140/-  
London Ventures ..... 1/-  
Parang Consolidateds ..... 8/6  
Para Rubber ..... 4/11½ per lb. sellers.

A correspondent writes:—The consolations of religion are said to be many and efficacious to a degree almost unbelievable in this carping age. We who live in Des Vaux Road Central, not a day's journey from Ice House Street, have gone bodily over to the great army of doubters this last week, which rash step has been caused by that flourishing business concern known as the Hongkong Tramways Co., Ltd., suddenly electing to once more rip up the road near the track to an all-day deafening noise. An old adage says:—"There's nothing calms the spirits like Rum and True Religion." Rum is not suitable in this climate, and true religion avails us not, but can't the man in the street suggest something? Can't nuthin' be done; won't nobody help? We personally would prefer to go out straight way and kill the Tramway Company and all its works, but we are afraid of the policeman.

## INTIMATIONS

## KEEP THE SKIN CLEAR



## CUTICURA Soap and Ointment

No other emollients do so much for pimples, blackheads, red, rough and oily skin, itching, scaly scalps, dry, thin and falling hair, chapped hands and shapeless nails. They do even more for skin-tortured and disfigured infants.

Sample with Exp. book free from nearest druggist, or by mail from Cuticura Soap Co., Boston, U.S.A.

89-X

## Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

Always have on hand a very large complete stock of.

## SCIENTIFIC AND SURVEYING INSTRUMENTS.

(Transits, Levels, Plane Tables, Prismatic and

Sight Compasses, Hand Levels, &c., &c.)

also

## DRAWING INSTRUMENTS

## AND MATERIAL

(T Squares, Set Squares, Straight Edges.

Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY &amp; Co., LTD.,

LONDON.

E. R. WATTS &amp; SON, LTD.,

LONDON.

## WE ELIMINATE GUESSWORK

BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES

In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

LARK & Co.  
SCIENTIFIC OPTICIANS  
107, BLOOMSBURY ROAD, LONDON, W.C.1.

75



## NOTICE.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box, 38. Telephone No. 12.

Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## WANTED.

A FIRST CLASS ARCHITECTURAL DRAUGHTSMAN with Sound Knowledge of Design and Construction. Permanent and Good Prospects for Able Man. Write, giving full particulars of age, experience, qualifications and Salary required to—

Box No. 57, "Daily Press" Office, Hongkong, 27th July, 1912. [942]

## WANTED.

ASSISTANT for an AERATED WATER FACTORY, some Knowledge of Machinery and Experience in Handling Chinese Labour essential.

Apply—A. B. C., "Daily Press" Office, Hongkong, 27th July, 1912. [943]

## TO LET.

"GREENMOUNT," situated at 13, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and Adjacent Islands. Reasonable Rent.

Apply—No. 4, RIFON TERRACE, Bonham Road, Hongkong, 27th July, 1912. [944]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK, COLOMBO AND SINGAPORE.

## THE Steamship

"KIOTO," Captain J. A. Smith, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 2nd Aug. at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SEEWAN, TOMES & Co., Agents.

Hongkong, 26th July, 1912. [940]

## SWEDISH EAST ASIATIC CO. LTD.

## NOTICE TO CONSIGNEES.

## THE Steamship

"YEDDO," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Aug. at 9.30 A.M.

All Claims must reach us before the 7th Aug. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents, Hongkong, 26th July, 1912. [941]

## HONGKONG CLUB.

## NOTICE.

THE position of COMPRADE in the above Club will become vacant shortly. Applications for same should be made to the Undersigned.

J. S. DOBIE, Acting Secretary, Hongkong, 25th July, 1912. [934]

## WANTED.

INFLAT. SUITE ROOMS, or APARTMENTS Wanted Shortly by Professional Man and Wife. With Catering imperative. Electric Light, Fan, &c.

Apply—"ROCK," "Daily Press" Office, Hongkong, 24th July, 1912. [930]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

A N INTERIM DIVIDEND OF THREE AND A HALF DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary, Hongkong, 9th July, 1912. [895]

## THE WEST POINT BUILDING CO. LIMITED.

A N INTERIM DIVIDEND of TWO DOLLARS per Share for the Six Months ending 30th June, will be Payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD., General Agents for THE WEST POINT BUILDING CO. LTD., Hongkong, 9th July, 1912. [896]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY, the 11th July, to THURSDAY, the 1st August, 1912 (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 11th July, 1912. [902]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 6th August, both days inclusive.

By Order of the Board of Directors, W. B. CLARKE, Secretary, Hongkong, 12th July, 1912. [905]

## INTIMATIONS

## SHANGHAI CLUB.

APPLICATIONS are invited for the post of SECRETARY to the Club. The Secretary is not allowed to be a Member of the Club. Preference will be given to an applicant who is willing to reside in the Club, but the Committee are prepared to consider proposals to combine the work of Secretary with outside work.

Apply by letter only, addressed to—THE CHAIRMAN, SHANGHAI CLUB, Shanghai, 20th July, 1912. [936]

## NOTICE.

## HONGKONG AND CHINA GAS CO. LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves. More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fitting the stoves when they arrive.

GEORGE CURRY, Local Secretary, Gas Office, Hongkong, 9th July, 1912. [866]

## IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

AND IN THE MATTER OF GEO. PENWICK AND COMPANY, LIMITED, (In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance No. 1 of 1865 that a GENERAL MEETING of Members of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, First Floor, at 12 o'clock Noon on WEDNESDAY, the 31st July, 1912, for the purposes provided for in the said Section.

PERCY SMITH, BETH & FLEMING, Liquidators, 5, Queen's Road Central, Hongkong, 19th July, 1912. [922]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## FURNISHING DEPT.

## JUST RECEIVED:

## LACE CURTAINS

and

## MADRAS MUSLINS

IN NEW DESIGNS.

## CASEMENT CLOTHS

THE LATEST SHADES.

## ART LINENS

AND

## CRETONNES

SEND FOR PATTERNS.

## LANE, CRAWFORD &amp; CO.

[51]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

On MONDAY, the 29th July, 1912, at 12 o'clock Noon, at his Sales Rooms, Duddell Street, The German Steamer "QUINTA," 1,634 tons gross, 987 tons net, (built in 1904) as she now lies on the North Reef Paradoes, with all her Machinery, Gear, Appurtenances, Electric Light Installation, Stores and Coal.

IN ONE LOT.

Terms:—Cash on full of hammer.

GEORGE P. LAMMERT, Auctioneer, Hongkong, 22nd July, 1912. [926]

## "WHEN IN DOUBT PLAY TRUMPS."

OUR "HALF PRICE OFFER," suggested by the recent POLICE RAID ON NEWSBOYS, will remain in force for a few days only.

If in doubt, settle the matter at once by sending in your name to be added to our subscription list before it is too late to secure the reduced rate—\$1.50 per month.

THE HONGKONG TELEGRAPH, Hongkong, 26th July, 1912. [937]

## FOR SALE OR TO LET.

Furnished or Unfurnished.

"LEWKNOR," No. 116, The PEAK. Possession October 15th, 1912. Full Particulars of Price or Rent can be obtained from—Messrs. JOHNSON, STOKES & MASTER, Solicitors, Prince's Buildings, Lee House Street, Hongkong, 26th July, 1912. [939]

## STOP!

Do you want good, clean and wholesome

## BUTCHER'S MEATS.

Come to us. We guarantee satisfaction.

## THE DAIRY FARM CO., LTD.

[30]

## NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

## STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c. You will find our range incomparable for Quality, Style and Price.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zeland Street, Hongkong, Hongkong, 13th May, 1912. [50]

## BANKS

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$5,000,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 percent per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager, 9, Queen's Road, Hongkong, 23rd March, 1912. [844]

## THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 5,250,000  
Reserve Fund ... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Taipei, Yokohama.

HONGKONG OFFICE: 3, DES VUEX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager, Hongkong, 1st May, 1911. [637]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager, Hongkong, 1st July, 1911. [20]

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000  
Subscribed ... 1,250,000  
PAID UP ... 1,250,000  
RESERVE FUND ... 350,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Singapore, Swatow, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager, Hongkong, 29th March, 1912. [909]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid up Capital Fl. 12,401,050 (\$1,033,421)

Reserve Fund ... Fl. 3,552,157.91 (\$271,613)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS & WATSON BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 1/2 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Vaux Road Central, Hongkong, 17th May, 1912. [22]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Antung-Hsien, Calcutta, Canton, Cebu, Changchun, Dairen (Dalny), Fengtien (Mukden), Hankow, Honolulu, Kobe, Liao-Yang, Lyons, Manila, Mexico, Nagasaki, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager, Hongkong, 1st April, 1912. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND:—

STERLING \$1,500,000 at 2/6 = \$15,000,000

SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$51,750,000

COBERT OF DIRECTORS: E. SHELLEIN, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. H. Medhurst, Esq., G. F. Friedman, Esq., W. L. Patterson, Esq., G. S. Gubbay, Esq., Hon. Mr. C. H. Ross, G. B. Laurence, Esq., H. A. Stebbins, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager, Hongkong, 23rd May, 1912. [19]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,650,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager, Hongkong, 12th April, 1912. [133]

## ENTERTAINMENT

## VICTORIA THEATRE.

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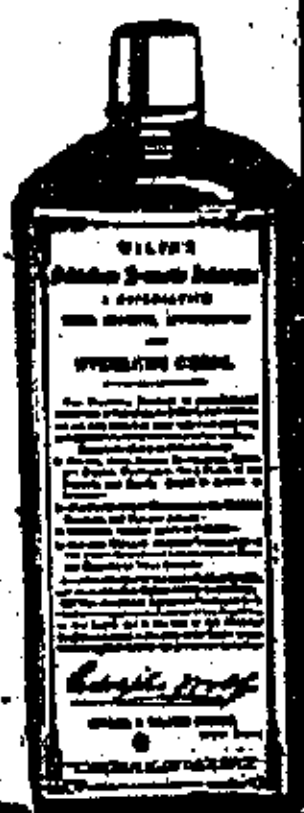
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### REVIEWS.

*The Woman in the Firelight.* By OLIVER SANDYS. London: John Long, Ltd.

Not a book for the immature and inexperienced, but a book for the mature and experienced. Such a dictum will indicate that "The Woman in the Firelight" is a decidedly modern novel, one that will sell well. It is written with power and dramatic effect—designed to show that a *deux-moi* can have the soul of an artist and the heart of a woman—and the authoress carries the reader from chapter to chapter with the most intense interest.

*The China Year Book 1912.* By H. T. MONTAGUE BELL, B.A., and H. G. W. WOODHEAD. London: Routledge & Sons.

The "China Year Book," which made its first appearance this year, is a work that will commend itself to all interested in, or connected with, China, and its future editions will be attentively watched as furnishing an annual record of the country's progress. The need and usefulness of such a work is apparent at once—as the compilers remark, there is no lack of books on China, but there is no book that contains such a mass of detailed information in so compact a form. The wide scope of its usefulness is indicated at once by a glance down the list of titles of chapters—Products, Trade Statistics, Defence, Finance, Land, and so forth; or it may be still better realized by selecting almost any subject connected with China and turning it up in the very full index. Features that are particularly welcome are the copious translations of the Constitutional Code, Judicial Code, and many others; the texts of the Hukiang Loan Agreement and of Sir John Jordan's Opium Convention of last year are also printed in full. It was very unfortunate for the compilers that the work was in the press when the revolution broke out, for it has put out of date some fifty pages dealing with the Constitutional Reforms, and has further prevented the publication of the full lists of the Metropolitan and provincial officials which are such desiderata in a work of this sort. This will doubtless be remedied at the time of preparation of the next edition, by when we hope the officials will be less ephemeral than are some of the present local mandarins. The chapter on Government will, of course, have to be entirely recast, and then it would be as well to include, in addition to the names of the Chinese high officials, a list of the Commissioners of Customs at every port; they are at least of as much importance as the heads of missionary colleges and universities who are now honoured with record in the Year Book. Of the statistics contained in the book, a very large proportion are drawn from the Customs returns, and these are by far the most reliable of all that are given: it is to be hoped that in the next edition the compilers will be permitted to draw still further on the Customs' publications, and include Mr. Norman Shaw's valuable tabular statement and map, illustrative of China's natural products, that appears in the Customs General Report for 1911. A large quantity of statistics furnished by the Chinese Metropolitan Boards are also given, but these, though interesting, are not of such high value, on account of the habit prevalent among local officials of adapting their returns to fit their preconceived ideas. The historical notes given on various subjects will also be appreciated; but the chief merit of the work is this—that it makes a very successful effort towards compressing in one volume all the essential concrete facts known of the China of to-day, and presents them simply as plain unvarnished facts, without digressing on vain theories. Perhaps there never was a time when such a cold, dispassionate statement of the hard facts of China was so much needed, for, while pessimists in every hand are questioning whether China can possibly elevate herself or drag herself out of the backward into which, they say, she has drifted, we are here given substantial evidence of the progress she has already made. We are shown a definite advance in the navy, which, feeble though it still is, will now be found to be larger than, in the absence of a Chinese Navy List, most people imagined. The same applies to the army, which is now seen to number well over half a million men (Whitaker's Almanac puts it at about half this strength). These figures seem to be comparatively accurate, which is more than we would like to say for those on Finance. Apart, however, from the question of the accuracy of the figures, we are shown a broad picture of China as she appeared immediately before the great revolution of October last: we are shown a country striving to develop itself in every direction—the Year Book touches on most sides of China, and there is scarcely any feature described that would not, in its present development, be unrecognizable to a man knowing only the China of twenty years ago. We are shown a country endeavouring to organize itself in every phase of its national life; we are shown a country with a rapidly growing railway system and with a steadily increasing debt. Facts such as these are of the utmost value—indeed, they are the essential data—in a consideration of the future of the Chinese Republic: the progress made by the land right up to the end of the Empire is here defined more or less exactly, and will serve, by comparison with future editions of the Year Book, to measure the progress made under the Republic. In the present state of China anything that helps to a better knowledge of her is welcome—how much more such an encyclopaedic collection of facts as contained in the volume under notice. The compilers are Mr. H. T. Montague Bell, B.A., formerly Editor of the North China Daily News, and Mr. H. G. W. Woodhead, Editor of the Peking & Tientsin Times.

*The Woman-Hunter.* By ANABELLA KENEALY. London: Stanley Paul & Co.

This has been described as the most powerful story Miss Kenealy has written. It is a passionate love story and at the same time a profound study in the psychology of the emotions. Divided into two parts, the first deals with the life of a beautiful woman capable of the fullest measure of love for the man she has wed. He is an East End dandy of an ascetic type, whose devotion to the Master's work impels him to withdraw from his wife's society in the home while using her as an assistant in his ministrations amongst the people. She remains a maid while tied to him by the marriage bond, and when he dies from the temptation of another woman—a Magdalene who sets her cap at him—and enters a Trappist monastery, he disappears from the story and leaves his wife to shift for herself. With her private income of £200 a year, she seeks a retreat in Dorset, where a neighbouring squire—the woman-hunter—comes into her life. His wooing of her is no commonplace affair. The passion of the strong man re-awakes the natural instincts of the woman, but her strength of character reacts upon him and sweetens and beautifies his life and induces him to perform several acts of renunciation. His proposal of marriage is made in extraordinary phraseology, such, surely, as was never before used by a man in love. He believes that "Love should be free and spontaneous, with no obligations or compulsion but its own. Marriage as a lifelong bondage from which there is no escape is a curse and an abomination. The dearest woman, if one were chained to her without choice of release, might well become an incubus. And so true is this, that under the present system few men—except the Tomlinsons of life—marry until they have ceased to care about women further than as domestic necessities. The thrill and buoyancy of freedom are the very soul of love. Love is not a thing that can be kept in a marmalade jar and served up daily on the breakfast table. A man may be free and absolutely faithful. Indeed, men are unfaithful often because they are bound. They slip the leash not because their mate, but because the leash, galls," and so on. Our readers must find out for themselves how Nerissa Hartland deals with this lover.

*Letters to Myself.* By A WOMAN OF FORTY. London: T. Werner Laurie.

This is a study in self-revelation. Incidentally, it touches on some public questions of importance; but it is mainly devoted to an attempt to show what influences were at work in forming the character and shaping the destiny of a woman of letters. It is not very profound, not so searchingly analytical as one would expect from a skilled manipulator of English prose; but it is a piece of nice writing and handles delicate subjects with a light touch in an attractive way. The restraint which the authoress refers to as her comely feature in childhood and early womanhood is never shaken off altogether, not even when she mentions the strong love that came into her later life; but she introduces a very human touch when she deals with the ideals and aspirations of motherhood and closes on the high note of realization. We have seen it stated that the authoress is a well-known and successful novelist.

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GUY THORNE.  
(Author of "When It Was Dark," "A  
Lost Cause," etc.)

SYNOPSIS OF INSTALLMENTS I-III.—Arthur Hughes, formerly a rich barrister and engaged to Muriel Tracey, but now a convict in Marshmoor, receives a message from his old friend, Jim Mordant, by means of flashlights to the effect that on the next day, when Hughes, amongst other convicts, is to be transferred to the Isle of Wight, an attempt will be made to make his escape possible. On the following day Mordant, who is an army officer, appears at the station with his troops at the same time as the convicts. Just as the train is coming into the station an explosion occurs, filling the room in which the convicts are with smoke. In the confusion that follows Hughes, with the help of Mrs. Mordant, escapes in a motor, disguised as a clergyman. At a village on the coast he is disguised as a sailor and puts out to sea, where he is met by Muriel. On board the *Sennew* John Saltus tells Arthur Hughes that in being imprisoned for theft he had been the victim of one of the most cunning criminals of modern life. Now I must help Saltus in avenging himself for the death of his father, who was caused by Arthur's conviction. When all seems to be going well an ironic message is received from Oshio Matsumi.

## CHAPTER IV.

## AT THE RINK.

The Empire Skating Rink was certainly one of the best known and most popular places devoted to this form of amusement in London.

Situated in a side street, off Regent Street, a big circular building, it had had a chequered career. It had been in its time a circus, a panorama, a scientific lecture hall, and the headquarters of a certain section of militant suffragists. Then, when Roller Skating began its revival in England it was fitted up with a new maple wood floor under the direction of a Limited Company. For eight months it had struggled along, and met with but poor success. Few patronised it, the hastily erected fittings began to grow shabby, and finally the Company went into liquidation. At this juncture, a firm of solicitors purchased the building and goodwill, lock, stock and barrel. A private company was formed without the names of the people at the back of it being disclosed. Professor Horatio Martin, the Swallow on Skates, as he loved to be called, was engaged as instructor and manager, the Rotunda was fitted up in the most lavish style, mirrors and gilding abounded everywhere, luxurious seats and lounges were placed upon the carpeted dais which went round the ball, while leading out of the big central rink were innumerable little rooms where couples could sit and chat, away from the main crowd, where gentlemen could smoke, and where tea and other refreshments might be had. A licence was obtained, and a magnificent bar completed the attractions. From the moment the Empire Rink took on a new lease of life, it became popular almost immediately, especially among the smart set of society. The prices were high—high enough to keep out the ordinary people—and three afternoons a week an exclusive skating club held undisturbed possession.

The Empire, in short, became one of London's institutions. Three days after all England had been suddenly started by the news of the extraordinary escape of a convict from Marshmoor, and while general interest was still rife in the public mind on that subject, the problem of his disappearance, and the chances of his re-capture, Professor Horatio Martin stood on the balcony in which a small red-corded orchestra was playing a Merry Widow Waltz. It was a gay scene, round and round upon the polished gleaming floor the skaters glided gracefully. Handsomely dressed women and girls, their faces glowing with the exercise, their eyes sparkling with pleasure, were escorted by their cavaliers, all swaying rhythmically to the seductive music of the waltz.

Professor Martin was a slim man of medium height, his dark hair was glossy with flowers and honey, his moustache was carefully waxed with Hungarian pomade, his face, tanned a dark brown, the Professor had been a Squadron Leader in the Blue Hussars in his time—were an expression of masklike amiability. His keen, dark eyes glanced hither and thither, and he seemed to be a man who thoroughly enjoyed life and his position in the world. He wore a tunic of dark blue velvet, trimmed at the edges with white fur. Red tights were on his legs, while long, brown skating boots of Russian leather came high up upon his shapely calves. The skates he wore made him seem a little taller than he really was, and he was obviously in perfect training and a man with muscles of steel. Once or twice he left his position under the balcony, and with an almost imperceptible movement of the feet, glided round the arena. There was something conscious in his air as he did so. He knew that he presented a fine figure in the uniform, which, after much consideration, he had chosen for himself, and, indeed, the extraordinary grace of his movement merited the attention of the onlookers. He seemed to float, rather than to skate, over the maple floor. He returned to his first position again under the balcony, and remained there as if waiting for someone. Presently out of the swirling throng, now skating as they pleased, and cutting intricate figures in all parts of the hall, a small, clean-shaven man, with grey hair and a wizened face, quietly dressed in black, skated up to the Professor, and shook hands with him. They remained talking together for a moment or two, and then glided away together to the other side of the hall, where upon a huge, ornate floor, falling over a door, was a large card with the word "Private" printed upon it. The Professor held the curtain aside for his friend to pass through. Then he let it fall, and followed him. It was a sudden change

from the brilliantly lit rink beyond from where the noise of the skates now seemed like distant thunder, punctuated by the faint music of the band.

They were in a corridor, carpeted with oil-cloth, and lit by a single electric pendant. Shuffling along upon their skates they came to a door on the right hand side, and drawing a little Bramah key from the pocket of his tunic, the Professor opened it, and motioned his companion to enter. In a moment more the door was shut and locked again, while Martin snapped a switch, and the place became visible.

It was furnished as an office, but with some pretensions to comfort, and even elegance. A Turkish carpet covered the floor; the walls, on which hung framed photographs of famous skaters, were covered with an artistic straw-coloured paper, while two or three big saddle-backed chairs upholstered in vermillion leather stood here and there. There was a sort of sideboard at one end of the room upon which was a tantalus, syphons, and a tray of glasses. The only thing in the room which was at all out of the ordinary was that in one corner of it was a narrow spiral stair up from the floor and through a circular hole in the ceiling. The treads of the stairway were heavy covered with felt.

"Well, here we are, Mr. Wisten," said the Professor in a low voice. "We are perfectly safe here. Not a soul can hear us."

The little man, who had been looking round him casually, glanced upwards to where the iron stairway disappeared, and lifted his eyebrows in interrogation. The Professor shook his head.

"That is all right," he said. "We are quite by ourselves."

The man addressed as Mr. Wisten had, from the first moment of his arrival on the floor of the rink, worn a certain furtive and secret expression. Now, however, something of the same sort was to be discerned upon the generally amiable and frank face of the skating master. It was as though he had laid aside the amiable mask which he wore when escorting aristocratic young ladies, round and round the rotunda. The real man showed now, and while the face lost nothing of its capability and honesty, it had become keenly anxious and even a little haggard.

Mr. Wisten did not even now say anything, but his eye fell upon the tantalus, and he moistened his lips in a quiet, deprecating sort of way.

"Will you take something, Mr. Wisten," said the cavalry man. "And upon my soul, I could do with a nip of brandy myself. I am an abstemious man enough as a rule, as you know, but the last three days—well, there, I have had a drop now and then to keep me up."

Mr. Wisten sipped his brandy and soda carefully, as if he were testing it, doubtfully of its quality. Then, apparently satisfied, he tossed off the whole contents of his glass with a sudden gesture, but it down upon the waiting desk with a sharp smack, and turned to his host.

He was a man of perhaps fifty, small, straight up, and insignificant, with a scanty crop of closely cut hair. Now, however, his face altered and became suddenly alive.

"That has done me good, Professor," he said in a soft, well-modulated voice, which had an undercurrent of excitement and nervousness in it, which twanged like the plucked string of a guitar. "And now, Professor, can you guess what I have come about?"

The Professor nodded. "Everything is ready," he said. "Not a soul but myself, and my daughter Molly know of what has been arranged. The secrets of the rink, and the necessary alterations have been thoroughly well kept. Is it for to-night?"

"Yes," Mr. Wisten replied. "It is for to-night, Professor."

"At what time?"

"You close at twelve," said Wisten.

"Very well, then. The van will drive up about half-past to the back entrance."

"They will do very well there," replied Professor Martin. "I have told the night watchman that the new full length mirrors for the little blue saloon will be coming to-night, so that the workmen will be able to get on with fixing them in position when they come in the morning. The night watchman is off duty at six, and this is his last night of employment here. I arranged, as I was instructed by Mr. Saltus, to get him the position in the rink, and he is going to Manchester at higher wages. He will have them left in the corridor outside for the night. I always lock up my own part of the building—this corridor is shut off from the rest of the rink by a sliding door by the curtain by which you entered—the night watchman has nothing whatever to do with the private apartments of myself and my daughter. He just stops in the booking office or the lounge during the night, on the other side of the rink, and goes round once or twice during the night, up in the spectators' galleries, and so on. I shan't be interfered with all night."

"Good," said Mr. Wisten. "Nothing can go wrong, then?"

"It has been a bit of a job, I expect, but it's not," the Professor asked anxiously.

"A bit of a job!" the other answered, "I tell you if it had not been for the governor's planning and thinking, we should never have pulled it off at all. Even now, until the cases are safely here, I shall be all of a tremble."

"There was something happened on board the yacht, Professor," which was more than a little disturbing. It upset the governor something dreadful, and our plans for landing had to be altered at the last moment. A message came by wireless. What it was I do not know, but I thought we were dashed for a time, and so did master also. That I am certain of."

"Now, Mr. Martin, I have more instructions. First of all I wish to ask you, are they here to-night?"

"She is," said the Professor, "and two or three smart young men with her, but I have not seen a sight of him yet; it is

only eleven o'clock, though, and he is not generally due here till half-past, or even later."

"So I understand," said Mr. Wisten. "And they still use the yellow saloon?"

"Whenever they are both here together," the Professor answered, "they always use it. According to instructions I have made it strictly reserved for members of the afternoon club. Of course, during club afternoons all the saloons, because nobody but members of the club are present. Now, in the evenings when the general public come, the yellow saloon is strictly reserved for members of the Empire Club. Now, as it happens, Mrs. Albemarle and her nasty-looking little pal are about the only two members of the Club who ever come here except on Club afternoons. That means they have the yellow saloon to themselves almost any night they wish. First one comes in, and then the other. The bell rings at the bar, and the waiter takes them in some refreshments. Generally a bottle of Pol Roger 1894, with a sandwich or two. There they sit, and chat away as undisturbed as you please."

"Well," said Mr. Wisten, "I will take another sip of your excellent brandy, Professor, and then, supposing we go back to the rink, and you point them out to me. You must remember, I have only seen the lady once, and I have never seen at all. After that, well, I shall be coming back along this way; you had better give me the necessary keys. Now I shall be passing in and out unobserved like at any time on any night."

The Professor opened a small drawer in his writing table, and took out three keys, each one attached to a little ivory label.

"There they are," he said. "I have labelled them so that you cannot mistake them. You know your way, and how it all works. There is a large pair of list slippers up above, and the telephone in the last room of all has been fitted with a lamp indicator instead of a bell. Moreover, I have given orders to all the officials of the rink that you are to pass anywhere you choose without being noticed or interfered with. Now, then, come along."

The Professor snapped out the electric light, and they left the room together, the door being carefully locked as before.

In a moment more they were quietly skating round the rink.

"There she is," the Professor said, suddenly clutching his companion by the arm, and slowing down in his easy and graceful progress.

Little Mr. Wisten put on a brake with the hinder wheel of his right foot. His skates made a screeching sound, and he came to a standstill beside his friend, following the direction of Martin's eyes.

"That tall woman about six yards away, sitting on the dais close to the curtains of the yellow saloon. You cannot mistake her."

Little Wisten gazed quietly in the direction indicated, his small, ferret-like face screwed up with eagerness. Nobody could certainly mistake the woman indicated by the Professor. Once seen she was a person to be remembered. Extremely tall, and possibly of thirty-five to forty years of age, she was quietly dressed in a coat and skirt of plain biscuit-coloured linen, edged with pearl grey braid, and fitting perfectly to the lines of a full and graceful figure. Her hair, under a large, fashionable hat of brownish gold straw, with an amber-coloured ostrich feather curling along the brim, was a dead black, and gathered up into a large, loose knot behind, something, indeed, in its unstudied freedom resembling the coiffure of an Italian peasant. Many people, perhaps most people, would have called her a strikingly handsome woman. The nose was large, and inclined to be aquiline, the well-formed mouth, with full red lips, was also rather large, but perfectly shaped, while the eyes were dark, and inscrutable, and even at this distance they seemed to have a mocking fire smouldering within them, but the dead white of her complexion, unrelieved by any real or artificial colour, together with a certain heaviness of the chin, and serpentine poise of the head, gave Mrs. Albemarle a slightly sinister expression. She seemed a woman in whom there were unexplored depths, a personality that might hide many secrets. A widow of moderate means, and no innumerable, she was a very popular person in a certain section of society. She was seen everywhere, known to everybody, though nobody could be said to know her well. For the rest, her name was not attached to any scandal, and she had the reputation of being singularly cold and unresponsive to men.

Wisten gazed long and earnestly at her, noticing that her face was continuously turned towards the entrance to the rink, and the foyer beyond.

"I should know her again in a thousand," he whispered to the Professor.

"Ah! Look!"

The two men saw that through the throng of moving figures, a small man in evening dress was quietly making his way. He was small, but broad shouldered, with long arms and an indefinite suggestion of great muscular power about him. His head, which was large, bullet-shaped, was covered with sleek, black hair. No one could have mistaken him for a European. The long, narrow eyes, and flat nose, the Asiatic lips proclaimed his nationality at once. He was a Japanese.

"That is Matsumi!" asked Wisten.

"That is him," answered the Professor.

"Very well, then, Professor, you get away at once, I do not want us two to be seen talking together. That is all I require. I may see you later, but am not sure."

The Professor swept away, and Wisten began once more to circle round the arena, slowly, and rather awkwardly, paying great care to his steps in the fashion of a beginner, though, hardly for a moment were his keen eyes away from the Japanese and Mrs. Albemarle, by whose side he had seated himself, and to whom he was talking earnestly.

(Continued on Page 8.)

## LOSS OF APPETITE.

## HOW TO RESTORE IT READILY.

With a good constitution and an intelligent observance of the precautions which have to be taken to counteract the deleterious action of the climate, there is no reason why life in a hot country should not run on the same healthy lines as in more temperate climates.

Unfortunately, however, it is a matter of everyday observation that it does not do so. The first intimation of anything being wrong generally comes in a loss of appetite. This is Nature's warning that less food should be taken, so that the body may have time to recover its equilibrium through less work being given to the digestive organs on the one hand, and less strain being put on the nerves which regulate them on the other.

At the same time, it has always to be borne in mind that the taking of less food is always followed by the desire to take still less. The result is that the individual may get run down into a condition of great weakness. It is necessary, therefore, to exercise the greatest care and intelligence in cutting down the daily supply of food.

Without a certain amount of nitrogenous food, the body's force cannot be kept up. That is a fundamental law of physiology which has to be observed by everyone in all climates. Meat is the chief source from which that all-important element nitrogen is obtained. Meat and meat foods are, however, too "heating" to use as a common expression, under these conditions of failing appetite, and they contain so much waste material that they throw too much work on the already overworked excretory organs. In fact, it may be this very condition of overwork which is the cause of loss of appetite.

ABSOLUTELY CONVINCING REASONS.

To regain appetite and the healthy enjoyment of one's food, which is a provision of Nature to aid the digestion, it is necessary to take food which will stimulate the digestive functions and supply nourishment in which there is little or no waste, thus relieving the excretory organs of much labour.

For this purpose, nothing can compare with Sanatogen, which has been described by a medical journal as "a food which is all food with no waste." Moreover, it helps the digestion of other food, and thus enables the system to make better use of what has been taken.

The reason why Sanatogen acts in this way is very simple. It is composed of the body-building or nitrogenous element of the purest cow's milk, "chemically combined" with phosphorus in the exact form in which it is found in the brain and nervous system. It has, therefore, to undergo relatively little digestion before it is assimilated and taken into the blood stream to nourish the body in general and the nervous system in particular. One of its principal actions is on the organs which manufacture the red blood corpuscles. These are vitally important, for if they fall below a certain number the individual suffers from anaemia, with its long list of depressing and enervating symptoms, like lassitude, languor, shortness of breath, palpitation of the heart, faintness, headache, noises in the ears, spots before the eyes, indigestion and constipation, with, in women, an additional set of well-known symptoms, which are often attended with considerable pain and an even greater degree of weakness than when men are the sufferers.

NO LESS CONVINCING TESTIMONY.

In these cases of loss of appetite Sanatogen often acts like a charm, especially in the case of children, in whom the loss of a desire for food naturally tells with greater rapidity and effect than in grown-up people. In such cases the following statement of a physician practising in Bangalore may be regarded as typical:—"I have an interesting case in which Sanatogen has had a remarkable effect. The subject was a boy, eleven years old, who was very anemic, averse to any sort of food from want of appetite, morose, of a languid disposition, hating to play and study, while he suffered, at least once a week, from a severe chest pain which, it was feared, would culminate in that dreaded malady, Angina Pectoris. He had only taken Sanatogen for three days when, to the surprise of his parents, he was found to be cheerful and active, and his appetite was returning. He relished his usual food and he lost the pains in the chest. His description of the effect of Sanatogen was decidedly quaint. He said:—'I feel while taking it as if some energy or current of strength was being poured into my chest.' This is a sane expression of the effect of Sanatogen.

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Mr. J. N. V. Holsinger, of Malacca, Ceylon.  
(from a photograph)

Attacks of Ague would set in at sun-down, splitting headaches kept me awake at night, I suffered dreadfully from pains in the back and loins. My appetite, never great, now vanished; what little food I ate caused indigestion, chest pains, and often violent vomiting.

"As time passed the Malaria so undermined my system that the best doctor in the district in which I was then living, said I would never again be able to thoroughly eradicate it from my system. This verdict, coming from so experienced an authority upset me greatly, the more especially as none of the medicines which I had been taking had proved of permanent benefit, but having often read in the papers that Dr. Williams' Pink Pills are a remedy for Malaria I decided to see if they would help me before altogether giving up hope.

"It took very few bottles of these Pills to prove their merit. With the third of them the attacks of Ague diminished, the headaches left me, I slept well, and awoke feeling fresher and fitter than I remember ever having felt in my life before. After that I rapidly gained in weight and strength, and although it is now over a year since I ceased using Dr. Williams' Pink Pills, having no further need for them, my health has remained perfect."

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## THE PATH OF A HUNDRED DEATHS.

BY  
GUY THORNE.  
(Author of "When It Was Dark," "A Lost Cause," etc.).

(Continued from Page 7.)

When he had circled twice round the arena, and was directly opposite to the couple upon the dais, he saw them rise, and glide slowly through the yellow hangings, which hid the saloon beyond, where a printed card announced that the room was reserved for members of the Empire Skating Club only.

The Japanese held aside the curtain, the tall woman disappeared, followed by her companion. Without a moment's hesitation Mr. Wisten skated up to the red curtain leading to the Professor's private apartments, and was lost to view.

Wisten opened the door of the Professor's office, and looked it behind him. Then, he took a penknife from his pocket, and with two rapid movements, cut the laces of his boots to which the skates were fixed, pulling them off in a second, and was running up the padded iron staircase in his socks. At the top there was a long corridor, carpeted with felt, and close to the end of the stairway stood a pair of list bedroom slippers.

He put these upon his feet, and ran noiselessly down the corridor, his face blazing with excitement, his whole being transformed, the very personification of eagerness and stealth. At the end of the corridor was a swing door of green baize.

He opened this, and came out upon the first step of another spiral staircase, the steps padded with felt as before. With the greatest caution he descended, and came down into a tiny carpeted room, no bigger than a bathroom, and lit by a single electric globe hanging from the ceiling. On one wall of the room was an instrument that looked like a telephone, but in some respects it differed from the ordinary. On the other was a section of wooden stairs, which went half-way up the wall.

With the greatest precaution, he crept up the steps, held his breath for a moment, and then, with a slow, furtive movement, slid aside a small panel in the wall, disclosing a shallow recess, about a foot square. Something lay coiled upon a little shelf thus disclosed, something green, and snake-like. He lifted it carefully, and showed two lengths of silk-covered tubing, branched out from a central stem, like the tubes of a doctor's stethoscope, each of the two tubes terminating in little ivory nozzles, which he fitted in his ears, and then remained absolutely motionless, crouching on the top of the stairs. For a moment or two, he heard nothing, and the thought flashed into his mind that the carefully devised apparatus must be out of order. And yet that could hardly be. Only that morning it had been tested and in what ever part of the yellow saloon beyond, words, even in a whisper, were spoken, the ingenious combination of telephone and microphone had enabled the slightest whisper to be distinctly heard by the listener in the secret room.

Suddenly his hunched up figure started, as, clear and distinct, a soft, oily, and rather guttural voice, though speaking in the most polished English, came to his ears.

"You got my telegram, then?"  
"Oh, yes," this in a woman's voice, the cultured voice of an English lady.  
"Yes, I only arrived from Paris at five o'clock this afternoon, and I found the telegram waiting for me at my flat. What is it, Oshio? You said, most urgent. I was not aware that there was anything very urgent just now, for a time at any rate."

Again the suave and oily voice, "Not aware? How long have you been in Paris, Julia?"  
"About five days."

"And you have not seen the English papers for five days?"  
"No, I hate newspapers and when I was in Paris I read nothing at all."

"Not on the journey back from Dover to Charing Cross?"  
"No. But what is it? Tell me quickly."

"Arthur Hughes, son of the solicitor who died four months ago—you know very well who I mean—has escaped from Marshmoor Prison, and has left absolutely no trace."

The listener caught a sudden hissing intake of the woman's breath. Then she spoke, "John Saltus!"  
"Yes, John Saltus," came the answer. "The battle has begun, Julia, we have a foeman worthy of our steel! But no more now. Come to me at my house at twelve to-night—I am sorry, but there is no other way. I will send my motor brougham for you. There is not an hour to be lost. Our plans must be made before to-morrow dawns. And now I must go, already I am at work, I have much to do before we meet again."

A grinding of skate wheels upon the floor, and then silence.  
Little Mr. Wisten replaced the tubes in the recess, pushed the panel into its place, leapt down from the wooden erection, half-way up the wall, with the agility of a monkey, and stepped up to the telephone opposite.

Shortly after midnight, Professor Martin sat in his private room, smoking a well-used briar pipe. The revellers of the rink had departed fifteen minutes ago, the lights were out in the vast rotunda, the outside doors were closed, all was still.

Suddenly there was a knock at the door.  
"Come in," shouted the Professor.

The night watchman, a stalwart fellow, with a heavy moustache, entered.  
"Then there mirrors have come, sir," he said. "The van is in the yard at the back. Where are they to be put?"

"Oh, have them brought into the corridor outside," the Professor answered. "I will come and see about them."

He left the room, and walked to the end of the passage, where the door was standing open, and the cool midnight air floated in. By the light of the gas lamp over the door, he saw a big two-horse lorry, upon which were three long packing cases. The driver and his mate stood by the side of the vehicle, and touched their caps as the Professor appeared.

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"I suppose the three of you can manage them?" Martin asked. "If not, I will give you a hand myself."

"There of us can do it all right, guv'nor, though they are a bit heavy."

"Well, bring them in then," said the Professor, re-lighting his pipe which had gone out. "But don't bang them about. These big mirrors are expensive."

In ten minutes the men had brought in the long cases, and placed them, end to end, along the corridor. The Professor fed them liberally, wished them a genial "Good night," and the watchman shut and bolted the door as the lorry rumbled away.

"That will do, Johnson," the Professor said. "Now you can get your bit of supper, and do not disturb me again to-night."

The Professor followed the man to the entrance of the rink, and locked the door after him. Immediately he heard the man's foot-steps, crossing the floor of the big, dark rotunda, die away into silence, the Professor's manner changed extraordinarily.

He ran into the room, took up the speaking tube from the table and blew through it, raising the cup to his ear directly he had done so. A few seconds passed and he put it to his lips.

"It is all right," he said. "Come down at once, dear."

There was a light pattering of foot-steps above, and down the iron staircase, through the ceiling, came the slight figure of a girl. In her hand she carried a large screw driver, a hammer, and a case opener.

As if everything had been carefully arranged between them, the couple hurried out into the corridor, went to one of the cases which had a splash of red on it, and began to work with furious speed.

Screw after screw rose up out of the case as the Professor twirled his tool, his face set, the sweat falling in great drops upon the boards. The top of the case was formed of one heavy board, and in a few minutes when most of the screws had been removed, the united strength of the man and the girl pushed it up as if on a hinge.

A loud sob of relief burst from Martin as they did so.  
"It is all right, sir," he said in a low, excited voice. "There is nobody here but me and my daughter, you can... his voice died away in an inarticulate mumble, and simultaneously the girl gave a sharp cry of alarm.

"What is this? What is this?" she cried.  
The Professor was standing up, peering a little this way and that, like a drunken man.

"Heavens above!" he cried, looking down into the long shallow box. "Dear God! They have sent us a corpse."  
(To be Continued.)

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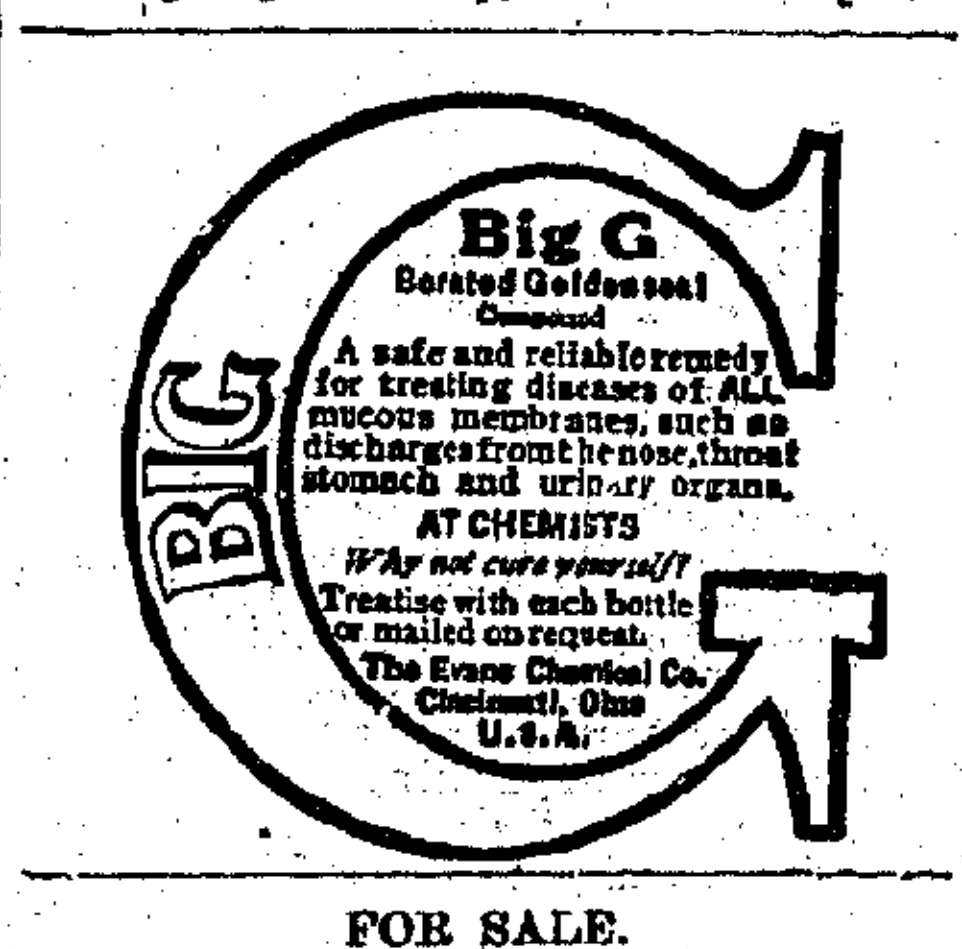
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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 9.30 A.M.

All Claims must reach us before the 3rd August, or they will not be recognized.

No Fire Insurance will be effected by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN.  
MELCHERS & Co.,  
General Agents,  
Hongkong, 21st July, 1912. [5]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"CARMARTHENSHIRE,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 29th inst. at 6 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, 27th inst. at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents,  
Hongkong, 22nd July, 1912. [59]

"MOQUEL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BRAEMAR."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whither and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents,  
Hongkong, 22nd July, 1912. [972]

FROM EUROPE.

THE "HANSA" Steamship

"GOLDENFELS,"

Capitain Diedrichsen, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamship brings on Cargo:  
Ex.s.s. "Erdmann" from Stettin.  
Ex.s.s. "Mecklenburg" from Havre.  
Ex.s.s. "Lisbeth" from Norrköping.  
Ex.s.s. "Theresen" from Bordeaux.  
Ex.s.s. "Michel" from Göteborg.  
Ex.s.s. "Alban" from Göteborg.  
HAMBURG-AMERICA LINE,  
Hankow Office.  
Hongkong, 25th July, 1912. [938]

## SHIPPING IN PORT.

STEAMERS.

BRAEMAR, British str., 3,351, A. T. Brain, 22nd July—Singapore 10th July, General.—Dodwell & Co.

CHIPSING, British str., 1,189, F. O. Mooney, 24th July—Tientsin 12th July, General.—Jardine, Matheson & Co.

CHOWTAT, German str., 1,115, W. Reher, 28th July—Saigon 20th July, Rice and General.—Butterfield & Swire.

CHOYSANG, British str., 1,424, M. Courtney, 22nd July—Shanghai 18th July, General.—Jardine, Matheson & Co.

CLARA JENSEN, German str., 1,103, A. Ulderslev, 24th July—Hongkong 21st July, Coal.—Jensen & Co.

DAIKI MARU, Japanese str., 699, Y. Somekawa, 25th July—Sawto 24th July, General.—Osaka Shosen Kaisha.

ESTONIA, Russian str., 2,701, J. Scharlase, 21st July—Antwerp 22nd June, General.—Melchers & Co.

FOOSHING, British str., 1,429, W. D. Welsh, 20th July—Guaymas 31st June, Nil.—Chinese.

FUKUI MARU, Japanese str., 3,097, M. Tomimaka, 22nd July—Moji 18th July, Coal.—Mitsui Bussan Kaisha.

GREGORY APCAR, British str., 2,341, J. M. Darke, 18th July—Moji 10th July, General.—David Sassoon & Co.

HELANE, German str., 771, Jensen, 21st July—Touane 12th July, General.—Jensen & Co.

HONGKONG, French str., 739, A. Cornilissen, 25th July—Haiphong 21st July, Rice and General.—A. R. Marty.

HUTCHINSON, British str., 1,892, Hooker, 24th July—Tientsin 17th July, General.—Butterfield & Swire.

HUPH, British str., 1,205, A. Tucker, 21st July—Hongkong 18th July, General.—Butterfield & Swire.

JOHANN, German str., 932, M. Ipland, 22nd July—Haiphong and Hocho 21st July, General.—Jensen & Co.





# REGULAR SERVICE FROM HONGKONG TO VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA.

VIA  
SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" 7,000 tons, Sailing Aug. 15th

To be followed by other Steamers of the Company at  
regular intervals.  
Calling at AMOY and KEELUNG if sufficient  
inducement offers.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
Telephone No. 780. KING'S BUILDING, PRYCE CENTRAL

## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIE" 3,000 tons, First half of Sept.

And regularly thereafter.  
For Rates of Freight or Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE. Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS  
FROM HONGKONG: From Colombo: 10th August.

For Rates and Further Information, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE. REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE. THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS, [42-43-44]

## GOING HOME.

A HOLIDAY AT HOME. AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

AND THE WAY

"Every 'travel wise' tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for \$43 to London (return ticket \$74)  
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS	Tons	Starting	1912
NILE	11,000	TUESDAY	30th July, at Daylight.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSEA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY	15th Oct., at 1 P.M.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 27th JULY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
10 p.m. "HONAM." 5 p.m. "KINSHAN."

SUNDAY, 28th JULY, 1912.

10 p.m. "FATSHAN." 4 p.m. "HEUNGSHAN."

### HONGKONG-MACAO LINE.

S.S. "SUI TAL" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 28th JULY.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 559 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS Tons DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, NIPPON" 7,300 About 20th Aug.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

40] ABTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.  
TO SHANGHAI.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice,  
via SINGAPORE, PENANG, COLOMBO, BOMBAY, KALASHI, ADEN, SUZ and PORT SAID.  
S.S. "SILESIA," 13,900 tons, will leave as above on 31st July.  
TO YOKOHAMA, KOBE via SHANGHAI.  
S.S. "VORWAERTS," 12,900 tons, will leave as above on 31st July.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to

SANDEL, WILHELM & Co., Agents,

Hongkong, 25th July, 1912

Princes Building, [155]

## SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

## WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.

S.S. CHIYO MARU... 21,000 tons.

S.S. SHINYO MARU... 21,000 tons.

AND  
S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist Sleepers.  
Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Foster River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers)  
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

## UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams  
lying in the Eastern Extension, Australasia and  
China Telegraph Company's office at Hong-  
kong:—

ADDRESS	FROM
Ernst Customs...	London Sub.
Changquang Manw...	Habane
Elmitt...	Portsmouth
Goon-Gow Yon 106...	Jervois
Street...	Boston
Hukheng Kwongyak...	Bangkok
Kiahat Namparkhung...	Bangkok
Liewmyoykeum Vjse...	Medan
Liuookhing...	Oakland, Cal.
McWine...	Paralele, P.I.
Nishimura c/o Poyes...	Manila
Roskins...	Manila
Steamer Lydia Caro...	Blackhead Batavia
Suzola King Edward...	Macao
Suessman...	Bangkok
Tani Nomum...	Zaubaanga, P.I.
Wingfook Cheong 204...	Wing...
Wuk...	New York
5571...	Wethalwed
5566...	Pientein

Following is a list of unclaimed telegrams  
lying in the Great Northern Telegraph Com-  
pany's office at Hongkong:—

DATE	ADDRESS
Nutrol...	Shingyuen 32
Chowlay c/o Shingyuen...	32
Manhukai...	Shingyuen
Shincho...	Shingyuen
Yinkochan...	Shingyuen
Yinkochan...	Shingyuen
Yuet Hing Loong 299...	Queen's Road
241, Des Vaux Road...	1484 0504 3111 5594 0996 1680
3024 5894 0059 5114 0934 2869	
6339 75 4637 03	
1346	
1880	
Kwongchong	

## CHURCH SERVICES.

UNION CHURCH, Kennedy Road, Minister:  
Rev. C. H. Hickling. 11 a.m. Worship.  
Hymns 70, 71, 67, 339; Cant 95. 12 noon.  
Communion. 6 p.m. Worship. Hymns 605,  
182, 158, 195, 364.

St. JOHN'S CATHEDRAL, Hongkong, 28th  
July, 8th Sunday after Trinity. Holy Com-  
munion (8.15 a.m.) Matins (11 a.m.) Responses,  
Ferial; Venite, Baraby; Psalms, of the 28th  
morning; Te Deum, Lawes, Cooke, Hopkins;  
Benedictus, Langdon; Hymns, 209, 265, 271.  
Evangelist (5.45 p.m.) (Full Choir) Responses,  
Ferial; Psalms, of the 28th evening (1);  
Magnificat and Nunc Dimittis, Mander in D;  
Antiphon, "Lord God of Heaven and Earth."  
Spohr; Hymns, 545, 550; Sevenfold Amen.  
N.B.—Psalms 136, verses 1, 2, 15, 26, 27 in  
unison; Psalm 137, verses 1, 2, in unison;  
Psalm 138, verses 1, 4, G. P. in unison.

## SHIPPING REPORTS.

The British str. *Tean* reports: Moder-  
ate weather throughout.  
The Chinese str. *Tai-shan* reports:  
Light to moderate breeze, clear weather,  
Southernly swell.  
The British str. *Kutong* reports:  
Moderate S. and S.W. winds, southerly  
swell and fine weather.  
The British str. *Kinta* reports: Experi-  
enced very strong S.W. monsoon, crossing  
Arabian Sea and a strong S.W. gale en  
route from Singapore to Hongkong.

## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "ARRATOON APCAR," 4450 tons, Capt. F. M. Austin, will be despatched  
to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 5th August.

### WESTWARD.

S.S. "GREGORY APCAR," 4600 tons, Capt. J. E. Drake, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 27th July, at 5 p.m.  
S.S. "TORILLA," 6679 tons, Capt. C. J. Swanson, R.N., will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 31st July, at 1 p.m.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 25th July, 1911.

AGENTS. [692]



## PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4900	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th July, 4 p.m.
RUBI	4900	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,  
Hongkong, 11th July, 1912. PHILIPPINE S.S. Co. [113]

## NOTICE.

## RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

### HOMEWARD.

### OUTWARD.

VIA	VIA
SINGAPORE, PENANG, COLOMBO, JIBUTI, HONOLULU, JEDDAH, PORT SAID, BEIRUT, CONSTANTINOPLE, THEODOSSIA, BATUM, ODESSA.	NAGASAKI, VLADIVOSTOK.

The s.s. "PERM," 4,149 R.T., Commander  
J. Kahiani, is expected in Hongkong about  
10th of August.

The s.s. "VLADIMIR," 5,620 R.T., Com-  
mander retd. Rear Adm. J. Shalsky, is expected  
in Hongkong about 23th of July.

The s.s. "NIJINI NOVGOROD," 3,357  
R.T., Commander S. Kostromitoff, is ex-  
pected in Hongkong about 31st of July.

N.B.—As both steamers are fully loaded for  
Vladivostok only a small quantity of cargo  
can be shipped here. Cargo can be booked  
at the office of the R.V.F. conditionally  
and the S/O can be issued only after the  
arrival of the steamers.

For further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,

AGENT,

RUSSIAN VOLUNTEER FLEET.

Hotel Mansion, 3rd Floor, Nos. 12a and 14.

Hongkong, 27th July, 1912.

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## SHIPPING

**ARRIVALS**

Fri. Norwegian str., 800, Urager, 26th July—Newchwang 20th July, Rice and General—Order.

Halvard, Norwegian str., 1,066, C. Anderson, 26th July—Bangkok 16th July, General—Order.

Koto, British str., 4,320, J. A. Smith, B.N.S., 25th July—New York 8th July, General—Shewan, Tomes & Co. Ketsano, British str., 3,103, R. C. D. Bradley, 26th July—Mojji 21st July, General—Jardine, Matheson & Co. Mathilde, German str., 831, Chr. Uldrup, 26th July—Haiphong and Hoihow 22nd July, Rice and General—Jensen & Co.

Munzagle, British str., 6,103, W. Davidson, B.N.S., 26th July—Vancouver 5th July, Flour and General—Canadian Pacific Railway.

Proter, Norwegian str., 515, E. Olsen, 25th July—Haiphong 23rd July, General—Order.

Rajamuri, German str., 1,189, P. Minkurtz, 23rd July—Swatow 24th July, Rice—Butterfield & Swire.

Samsen, German str., 992, P. Petersen, 25th July—Hoihow 19th July, Sugar—Butterfield & Swire.

Shantung, British str., 1835, Morse, 25th July—Mojji 19th July, Coal—Mitsui Bussan Kaisha.

Taishun, Chinese str., 1,216, R. J. Paramore, 26th July—Shanghai 20th July, General—C.M.S.N. Coy.

Teak, British str., 1,195, W. Outerbridge, 26th July—Manila 23rd July, General—Butterfield & Swire.

Yeddo, Swedish str., 2,405, C. H. Anderson, 26th July—Singapore 20th July, General—Order.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, July 26th.

Fuku Maru, Japanese str., for Mojji.

Guenfalloch, British str., for Saigon.

Hanoi, French str., for Haiphong.

Johanne, German str., for Haiphong.

Mable Rickmers, Ger. str., for Wundsch.

Sunkion, British str., for Haiphong.

Taishun, British str., for Canton.

Taimari, Dutch str., for Batavia.

## DEPARTURES

July 26th.

Chipsing, British str., for Canton.

Dulwara, British str., for Mojji.

Glenogle, British str., for Amoy.

Haitan, British str., for Swatow.

Heimdal, Norwegian str., for Dairen.

Huichow, British str., for Canton.

Kamakura Maru, Jap. str., for S'pore.

Nobia, British str., for Yokohama.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**

The P.M. str. *Albatross* arrived at Manila on the 24th, between 10 and 12 p.m., and will sail from that port for Hongkong on the 27th July, between 6 and 8 p.m., and is due to arrive at Hongkong on the 29th July, at 10 a.m.

The T.K.K. str. *Tenyo Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 12th August.

**THE AUSTRALIAN MAIL.**

The E. & A. str. *Eastern*, from Sydney, etc., left Manila on the 25th July, at 1 p.m., for this port.

The E. & A. str. *Aldenhurst* left Sydney on the 8th July, for this port via Queensland Ports and Manila.

**THE INDIAN MAIL.**

The Apar str. *Arratoon Apar* left Calcutta on the 14th July, and may be expected here on or about the 30th July.

**MERCHANT STEAMERS.**

The str. *Zafro* left Manila on the 24th July, and is due here on or about 27th July, at daylight.

The T.K.K. str. *Kiyo Maru* left Honolulu on the 23rd June for Hongkong, and is expected to arrive at this port on the 28th July.

The A.L. str. *Varwants* left Singapore for this port on the 24th July, a.m., and will arrive here on the 30th July.

The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.

The N.Y.K. str. *Kiyo Maru* (Calcutta line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.

The T.K.K. str. *Yippon Maru* arrived at Yokohama from Honolulu on the 23rd July, and is due to arrive here on the 2nd August.

The str. *Glenloch* passed the Suez Canal on the 16th July, for Hongkong via Straits.

**INDO-CHINA STEAM NAVIGATION CO., LTD.**

*Fookwang*, from Singapore, is due in Hongkong 30th July.

*Kwangang*, from Shanghai, is due in Hongkong 28th July.

*Wingang*, from Swatow, is due in Hongkong 30th July.

*Laiang*, from Calcutta, is due in Hongkong 2nd August.

**SHIRE LINE.**

*Den of Glamis*, from London, is due in Hongkong 25th August.

**BRITISH INDIA STEAM NAVIGATION CO., LTD.**

*Itala*, from Singapore, is due in Hongkong 1st August.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kamo Maru* (European Line) left Shanghai for this port on the 26th July, and is expected here on the 29th July.

The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 25th July, and is expected here on the 30th July.

The N.Y.K. str. *Yawata Maru* (Australian Line) left Nagasaki for this port on the 26th July, and is expected here on the 30th July.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Mojji and Shanghai on the 26th July, and is expected here on the 4th August.

The C.P.R. str. *Empress of India* (via Vancouver, B.C., for Hongkong) left Vancouver (by call) on the 24th July, p.m.

The "Bon Line" str. *Bengalee*, from Middlesbro', left Singapore in the 26th July, for this port.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	EMER.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, via USUAL PORTS OF CALL	DEIRA	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	On 3rd August, at 1	
LONDON & ANTWERP via SINGAPORE, &c.	PERA	Brit. str.	—	S. Finch, R.N.R.	P. & O. S. N. Co.	About 7th Aug.	
LONDON, LEITH & ANTWERP	PEMBROKESHIRE	Brit. str.	—	Jäger	JARDINE, MATHESON & Co., Ltd.	About 10th August.	
AVRE, ROTTERDAM & HAMBURG	FOERST DUELOW	Ger. str.	h. w.	Medichsen	HAMBURG-AMERIKA LINIE	On 13th August.	
AVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	h. w.	Giesenbrun	HAMBURG-AMERIKA LINIE	On 23rd August.	
AVRE, ROTTERDAM & HAMBURG, &c.	BRUYA	Ger. str.	h. w.	Rassau	HAMBURG-AMERIKA LINIE	On 11th September.	
AVRE & HAMBURG, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 31st inst., at DT	
MARSEILLES, LONDON & AN	SILEZIA	Ger. str.	h. w.	Ernst	HAMBURG-AMERIKA LINIE	On 5th August.	
MARSEILLES, HAVRE & ANTWERP	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 30th inst., at, t	
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 8th Aug., at 1	
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 17th Aug., at 1	
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	PRINCESS ALICE	Ger. str.	—	L. Frank	MELCHERS & Co.	On 7th Aug., at N	
APLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	SILEZIA	Aus. str.	—	—	SANDER, WIELER & Co.	About 30th inst.	
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHEMIA	Aus. str.	—	—	SANDER, WIELER & Co.	On 19th August.	
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	ATHOLL	Brit. str.	—	W. Faas	DODWELL & Co., Ltd.	About 31st Aug.	
NEW YORK	AMERICA	Ger. str.	h. w.	W. B. Kolway	HAMBURG-AMERIKA LINIE	About 10th Septem	
NEW YORK, via SUEZ CANAL	INVERLODIE	Am. str.	—	R. Linklater	JARDINE, MATHESON & Co., Ltd.	About 30th inst.	
BOSTON & NEW YORK	KANAS	Am. str.	—	W. Davison	THE BANK LINE, LIMITED	On 9th August.	
GOSFORD & SHANGHAI, JAPAN, &c.	MONTY GLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 3rd Aug., at 6	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 24th Aug., at 6	
SAN FRANCISCO via AMOY, SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 30th inst., at 1	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 6th Aug., at 1	
AUSTRALIAN PORTS via MANILA	NIPPON MARU	Jap. str.	—	A. G. Stevens	NIPPON YUSEN KAISHA	On 13th Aug., at 1	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 2nd August, at N	
MEXICAN, PERUVIAN & CHILEAN via JAPAN	COLEMAN	Jap. str.	—	L. Klugst	MELCHERS & Co.	On 10th Aug., at 9	
YOKOHAMA & KOBE	KIYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 6th Aug., at N	
YOKOHAMA & KOBE via SHANGHAI	ITOLA	Brit. str.	—	W. W. Tucker	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at N	
KOBE & YOKOHAMA	FORWARDERS	Aus. str.	—	—	SANDER, WIELER & Co.	On 31st inst., at D	
KOBE & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst., at 5	
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA	On 31st inst., at 5	
KOBE & MOJI	ABRATON APCAR	Brit. str.	—	F. M. Austin	DAVID SASSON & Co., LTD.	On 5th August.	
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lees	MELCHERS & Co.	About 20th Aug.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 31st inst., at N	
JAPAN	TATPANAS	Dut. str.	—	E. Mooney	JAVA-CHINA-JAPAN LINE	Quick despatch	
TIENHSIN via WEIHAIWEI	CHIHSHING	Brit. str.	—	G. Hooker	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Day	
WEIHAIWEI, CHEFOO & TIENHSIN	HUGHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Day	
SHANGHAI	YINGCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at Midnig	
SHANGHAI via SWATOW	CHONGTANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Day	
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	Noguchi	NIPPON YUSEN KAISHA	On 31st inst.	
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 1st Aug., at No	
SHANGHAI	CHIHNUA	Brit. str.	1 m.	Henson	BUTTERFIELD & SWIRE	On 1st Aug., at 4	
SHANGHAI	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 1st August.	
SHANGHAI, KOBE & YOKOHAMA	SEVIA	Ger. str.	—	Rassau	HAMBURG-AMERIKA LINIE	On 2nd Aug.	
SHANGHAI	ANHU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 3rd Aug., at M	
SHANGHAI	BENSA	Brit. str.	—	C. C. Talbot, R.N.R.	SANDER, WIELER & Co.	On 4th August.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	L. Maass	P. & O. S. N. Co.	About 6th Aug.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	—	M. Machida	MELCHERS & Co.	About 7th Aug.	
SHANGHAI, KOBE & YOKOHAMA	JINSEN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Aug.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	Swed. str.	—	—	ARTHUR NIELSEN & Co.	About 25th Augus	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEN OF GLAMIS	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 25th Augus	
SHANGHAI	TIJIKINI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
FOOCHOW via SWATOW & AMOY	KALIO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 31st inst., at N	
TAMSU via SWATOW & AMOY	DAIGO MURU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSHEN KAISHA	To-morrow, at No	
SWATOW, AMOY & FOOCHOW	HAITANG	Jap. str.	2 h.	—	DOUGLAS LAFRAIR & Co.	On 30th inst., at 1	
SWATOW, AMOY, NINGPO & SHANGHAI	FOOCHOW	Brit. str.	2 h.	J. W. Evans	BUTTERFIELD & SWIRE	On 30th inst., at 1	
SWATOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 31st inst., at 1	
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	P. S. Roach	DOUGLAS LAFRAIR & Co.	On 2nd Aug., at 1	
SWATOW, AMOY & FOOCHOW	YUENSANG	Brit. str.	—	J. H. Rolfe	DOUGLAS LAFRAIR & Co.	On 6th Aug., at 1	
MANILA	ZAPING	Am. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.	
MANILA MANGARIN, ILOILO & CEBU	TEAN	Brit. str.	1 m.	A. W. Outerbridge	SHAW, WATSON & Co.	On 30th inst., at 4	
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	Leak	BUTTERFIELD & SWIRE	On 30th inst., at 4	
MANILA	KALIFONG	Brit. str.	1 m.	Sidford	JARDINE, MATHESON & Co., Ltd.	On 3rd August, at	
MANILA, CEBU & ILOILO	RUHI	Am. str.	—	S. A. Crosby	BUTTERFIELD & SWIRE	On 3rd August, at	
MANILA MANGARIN, ILOILO & CEBU	TIJMAHI	Dut. str.	—	—	SHAW, WATSON & Co.	On 6th Aug., at 4	
MANILA, CHERIBON, SAMARANG, &c.	HARATA MARU	Jap. str.	—	H. Nomura	JAVA-CHINA-JAPAN LINE	On 9th August, at 4	
BOMBAY via SINGAPORE & COLOMBO	INDINA	Ger. str.	—	A. J. Evans	NIPPON YUSEN KAISHA	Quick despatch.	
SINGAPORE, PORT SWETENHAM, PENANG & RANGOON	GOSPORT APCAR	Brit. str.	—	J. E. Drake	JARDINE, MATHESON & Co., Ltd.	On 5th Aug.	
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at	
SINGAPORE, PENANG & CALCUTTA	TORILLA	Brit. str.	—	C. J. Swanson R.N.R.	DAVID SASSON & Co., LTD.	To-day, at 3 P.M.	
SINGAPORE, PENANG & CALCUTTA	CEYLON MARU	Jap. str.	—	Towawa	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 1	
SINGAPORE, PENANG, RANGOON & CALCUTTA	BORNEO	Ger. str.	—	F Semblil	NIPPON YUSEN KAISHA	On 2nd Aug.	
CEYLON & MANDALAY	SUNGKIANG	Brit. str.	1 m.	Mathies	MELCHERS & Co.	Middle of August	
CEYLON (Malle) & HAIPHONG	SI-KIANG	Fren. str.	—	E. de Catalano	BUTTERFIELD & SWIRE	To-day, at 10 a.m.	
KUANG CHOW WANG & HAIPHONG					MESSAGERIES MARITIMES	On 31st inst., at 9	



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA Capt. S. Borcham	About 1st August	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 3rd Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 6th Aug.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PEKING, COLOMBO, PORT SAID and MARSEILLES	PERA Capt. S. Finch, R.N.R.	About 7th Aug.	Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 26th July, 1912.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG (Mails) & HAIPHONG	"SUNGKANG"	On 27th July, 10 A.M.
SHANGHAI	"YINGCHOW"	On 27th July, 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th July, 10 A.M.
KOBE	"SHANTUNG"	On 30th July, 10 A.M.
SWATOW, AMOY, NINGPO & SHANGHAI	"FOOCHOW"	On 30th July, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 30th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 1st Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Aug., 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 6th Aug., 4 P.M.

### DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.  
For Freight or Passage apply to—  
HONGKONG, 27th July, 1912. TELEPHONE 36. AGENTS. [8]

## HAMBURG-AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRT GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levant, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SUEVIA	2nd August.
S.S. PISA	15th August.
S.S. O. J. D. AHLERS	22nd August.
S.S. C. PERD. LAEISZ	11th Sept.
S.S. ARCADIA	24th Sept.

For Further Particulars, apply to—

#### HOMEWARD.

For MARSEILLES, HAVRE & HAMBURG:	S.S. SILEZIA	5th August.
For HAVRE, ROTTERDAM & HAMBURG:	S.S. FUERST BUELOW	13th August.
For HAVRE, BREMEN & HAMBURG:	S.S. GOLDENFELS	23rd August.
For HAVRE, ROTTERDAM & HAMBURG:	S.S. ERSCHEVIA	5th Sept.
For HAVRE & HAMBURG:	S.S. SUEVIA	11th Sept.
For NEW YORK:	S.S. AMBRIA	About 31st Aug.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th July, 1912.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

#### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans, and duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

### CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

### and the TWIN SCREW S.S. "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., NOON.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Grooms	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

### SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

#### BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.  
Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given toward Express connection.

#### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 28th July, at Noon.
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY, 31st July, at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
DELTA	August 3	MAJOJA	Sept. 1	Sept. 7
ARCADIA	August 17	MONGOLIA	Sept. 15	Sept. 21
ASSAYE	August 31	MEDINA	Sept. 23	Oct. 4
INDIA	September 14	MALWA	Oct. 2	Oct. 18
DEVANHA	September 28	MOOLTAN	Oct. 26	Nov. 1
CHINA	October 12	MACEDONIA	Nov. 9	Nov. 15
DELTA	October 26	MOREA	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tonnage	Leave HONGKONG about	Due LONDON about
NUBIA	6000	September 4	October 19
SARDINIA	7000	September 18	November 2
NAMUR	6700	October 16	December 1
NANKIN	7000	October 30	December 15
NYANZA	6700	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £33.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

761

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer, 16,000		WEDNESDAY, 31st July, at Daylight.
	AKI MARU Capt. B. Kon, 12,000		WEDNESDAY, 14th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU Capt. Asakawa, 12,500		TUESDAY, 30th July, at 4 P.M.
	YOKOHAMA MARU Capt. N. Noda, 12,500		TUESDAY, 13th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sakino, 7,000		FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi, 9,600		FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. H. Nomura, 12,000		MONDAY, 5th Aug.
KOBE and YOKOHAMA	KAGA MARU Capt. Tabusa, 12,000		WEDNESDAY, 31st July, at 5 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Noguchi, 5,000		WEDNESDAY, 31st July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi, 9,600		WEDNESDAY, 31st July, at Noon.
SHANGHAI and KOBE	JINSEN MARU Capt. Maehida, 4,000		MONDAY, 12th Aug.

Fitted with New System of Wireless Telegraphy.

Cargo only

## NEW LINE OF STEAMERS

BETWEEN

### KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.



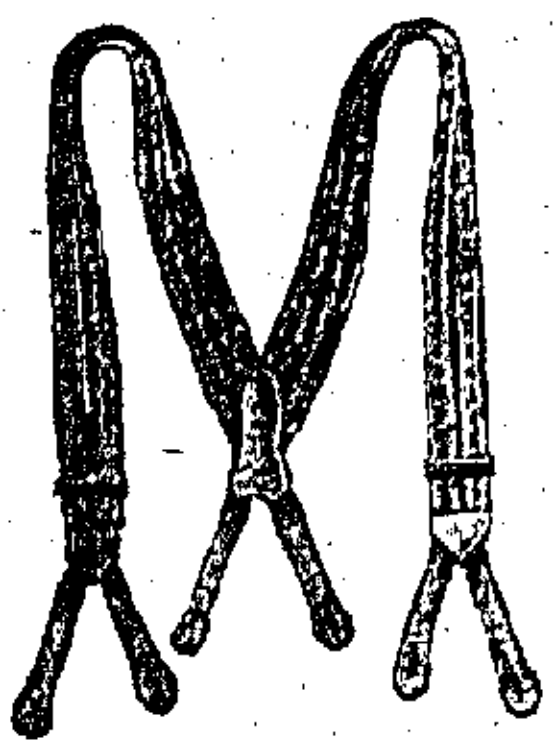
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RIBBONS in the NEW CHINESE NATIONAL COLOURS  
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ELBERFELD.**

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**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 26th July, 1912. [48-11]



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AND

**BELTS.**

The requirements of the  
MODERN CHINESE!

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designs may be seen at the Showrooms of

**HUGO C. A. FROMM,**

4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF

**C. G. BODEN & SOEHNE,  
GROSSROEHRSDORF (Germany).**

Hongkong, 26th July, 1912. [48-12]



OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG. [48-22]  
Hongkong, 26th July, 1912.

## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Holow, Haiphong and Pakhoi	Sun Kwang	Saturday, 27th, 9.00 A.M.
Batavia, Samarang and Sourabaya	Tjinhai	Saturday, 27th, 11.00 A.M.
Philippine Islands	Yuen Sang	Saturday, 27th, 1.00 P.M.
Macao	Sui Tai	Saturday, 27th, 1.15 P.M.
Straits and India via Calcutta	Gregory Apcar	Saturday, 27th, 2.00 P.M.
Shanghai and North China	Kito	Saturday, 27th, 4.00 P.M.
Wellington and Tientsin	Chapking	Saturday, 27th, 5.00 P.M.
Wellington, Chio and Pootsin	Huichow	Saturday, 27th, 5.00 P.M.
Straits, Shanghai and North China	Choy Sang	Saturday, 27th, 5.00 P.M.
Shanghai and North China	Yingchow	Saturday, 27th, 5.00 P.M.
Shanghai and North China	Tjinhai	Saturday, 27th, 5.00 P.M.
Shanghai, North China and Japan via Yokohama	Yeddo	Saturday, 27th, 5.00 P.M.
Swatow, Amoy, Fuzhou and Tamsui	Daigi Maru	Sunday, 28th, 9.00 A.M.
Macao	Sui Tai	Monday, 29th, 1.15 P.M.
Japan via Kobe	Shantung	Monday, 29th, 5.00 P.M.
Straits and Burma	Hinda	Monday, 29th, 5.00 P.M.
Amoy, Shanghai, North China, JAPAN, HONGKONG, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Nile	Monday, 29th, Registration ... 4.00 P.M. Letters ... 5.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 30th, 10.00 A.M.
SATON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via Marseilles Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail ... Late Letters 11.00 to Noon Extra Postage 10 cents ...	Polynesian	Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration, Kowloon B.O. at ... 9.30 A.M. No late fee Letters ... 11.00 A.M. Tuesday, 30th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 30th, 3.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle (Wash.)	Sado Maru	Tuesday, 30th, 3.00 P.M.
Swatow and Amoy	Foochow	Tuesday, 30th, 3.00 P.M.
Philippine Islands	Teau	Tuesday, 30th, 3.00 P.M.
Philippine Islands	Zafiro	Tuesday, 30th, 3.00 P.M.
Straits and Ceylon	Kamo Maru	Tuesday, 30th, 5.00 P.M.
Swatow	Haimun	Wednesday, 31st, 10.00 A.M.
Straits and India via Calcutta	Eudang	Wednesday, 31st, 11.00 A.M.
Japan via Nagasaki	Nishio Maru	Wednesday, 31st, 11.00 A.M.
Japan via Yokohama	Itoha	Wednesday, 31st, 11.00 A.M.
Shanghai, North China, and Japan via Yokohama	Vorwarts	Wednesday, 31st, 11.00 A.M.
Macao	Sui Tai	Wednesday, 31st, 1.15 P.M.
Shanghai, North China and Japan via Kobe	Fookang	Thursday, 1st, 11.00 A.M.
Shanghai and North China	Chinhua	Thursday, 1st, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 2nd, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADE, EGYPT and EUROPE via BRINDISI ... (Late Letters 11.00 to Noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail ... Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 2nd August at 5 p.m.)	Delta	Saturday, 3rd, Printed Matter and Sam- ples ... 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents up to 11.00 A.M. Registration, Kowloon B.O. at ... 9.30 A.M. No late fee Letters ... 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE, via SIBERIA)	Monteagle	Saturday, 3rd, Printed Matter, and Sam- ples ... 4.00 P.M. Registration ... 3.15 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) Registration, Kowloon B.O. at ... 3.00 P.M. No late fee Letters ... 5.00 P.M.

## COMMERCIAL.

### CLOSING QUOTATIONS.

July 26th.	
ON LONDON—	
Telegraphic Transfer	1.112
Bank Bills, on demand	1.114
Bank Bills, at 30 days' sight	2
Bank Bills, at 4 months' sight	2
Credits, at 4 months' sight	2
Documentary Bills 4 months' sight	2
ON PARIS—	
Bank Bills, on demand	251
Credits, at 4 months' sight	256
ON GERMANY—	
On demand	204
ON NEW YORK—	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
ON HONGKONG—	
Telegraphic Transfer	148
Bank, on demand	149
ON CALCUTTA—	
Telegraphic Transfer	148
Bank, on demand	149
ON SHANGHAI—	
Bank, at sight	73
Private, 30 days' sight	74
ON YOKOHAMA—	
On demand	97
ON MANILA—	
On demand—Pesos	98
ON SINGAPORE—	
On demand	85
ON BATAVIA—	
On demand	119
ON HAIPHONG—	
On demand	7
ON SAIGON—	
On demand	7
ON HANKOW—	
On demand	76
GOVERNMENTS, Bank's Buying Rate	\$9.95
GOLD LEAF, 100 fine, per tael	\$52.20
BAR SILVER, per oz.	27

### SUBSIDIARY COINS.

per cent	
Chinese	20 cents pieces, \$3.00 discount.
Chinese	10 " " \$3.48 " "
Hongkong	20 " " \$7.10 " "
Hongkong	10 " " \$8.20 " "

### MAILS VIA SIBERIA.

London	Shanghai
Date	Date
July 6th.	July 22nd.
July 10th.	July 27th.

## SHARE LIST.—QUOTATIONS.

HONGKONG, 26TH JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$825, sal. & sel.
China Bank Company, Limited	60,000	\$12	all	\$8.60
China Light and Power Company, Limited	50,000	\$5	all	{ 21
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	{ 21
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8
<b>COTTON MILLS.—</b>				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 96
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7½	all	\$22
<b>DOCK AND WHARVES.—</b>				
Hongkong & Whampoa Wharf & G. Co., Ltd.	60,000	\$50	all	\$51.4, buy. \$62, sel.
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$46
New Amoy Dock Co., Limited	10,000	\$5½	all	\$5, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	\$4½, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22½
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11½, buyers
Manila Metropolitan Hotel Limited	15,000	\$5	\$25	\$7½, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$210, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19½, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$4, sellers
<b>INSURANCES.—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	\$83.33	\$25	\$100	
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$235
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 135
Union Insurance Society, Limited	12,400	\$250	\$100	\$180
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$195, Ex 73
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$105½, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.35, sal. & buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$54, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$50½, buyers
Maatschappij tot Mijn-, Busch- en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 62, sales
<b>MINEING.—</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33.6
Tromps Mines, Limited	160,000	\$1	all	74.6, buyers
Howwood Tin and Rubber Estate, Ltd.	715,280	2	all	4, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4
Peak Tramways Co., Limited	25,000	\$10	all	\$10½, buyers
Philippine Co., Limited	50,000	\$10	\$1½	\$1
75,000	\$10	all	\$5, buyers	
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$118, buyers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$34
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$26, sal. & buy.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$72, L'lon
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$27.10s.
Singapore Steamship Co., Limited	10,000	\$10	all	101.7
Star Ferry Company, Limited	10,000	\$10	\$5	\$131, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5½
<b>STORES AND DISPENSARIES.—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$74
Watkins, Limited	10,000	\$10	all	\$4.30 buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4½, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$53
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900	ordy, \$10	\$4	\$6, buyers
100	\$10	all	\$300.	
Union Waterboat Co., Limited	60,000	\$10	all	\$9½, buyers

## PRINTING

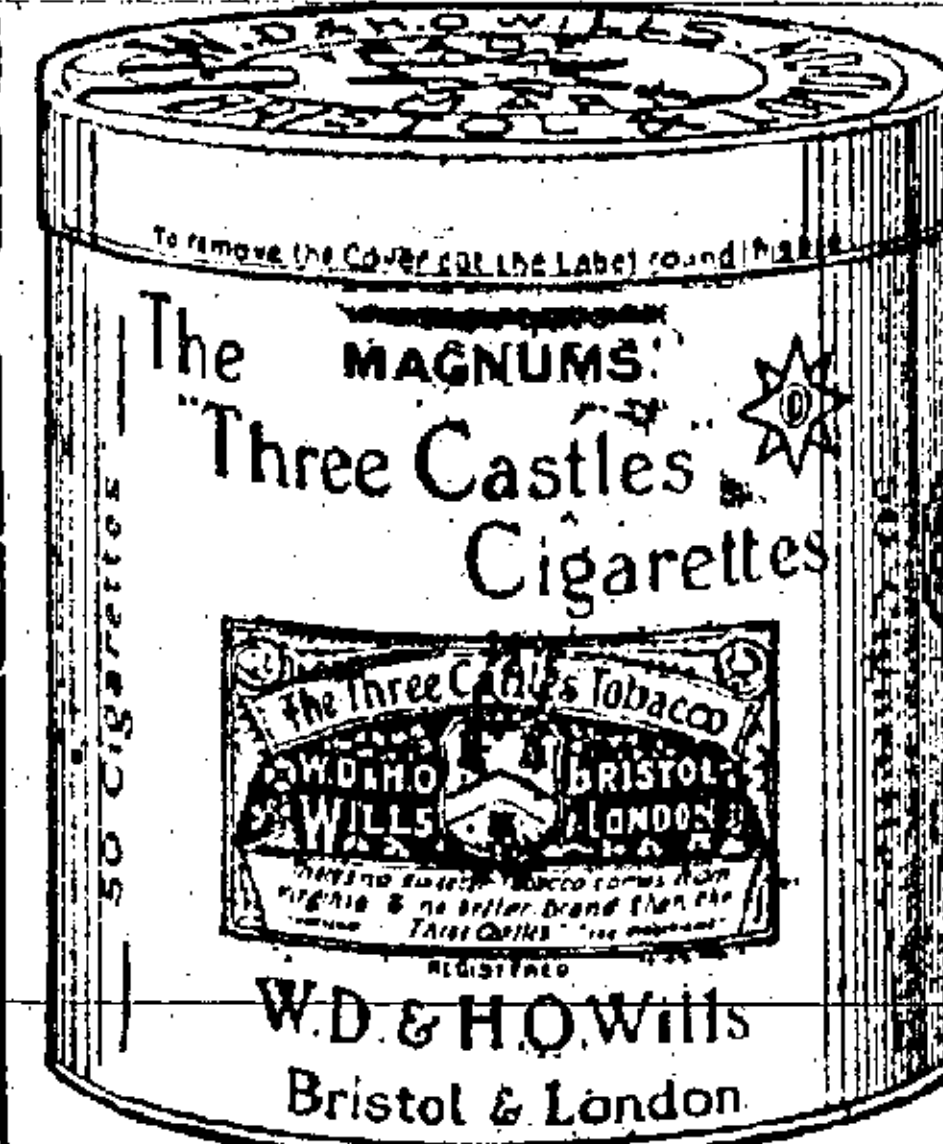
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The difference in cost between good and bad  
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IF SO, MESSRS. W. D. & H. O. WILLS'

**"THREE CASTLES"  
MAGNUMS**

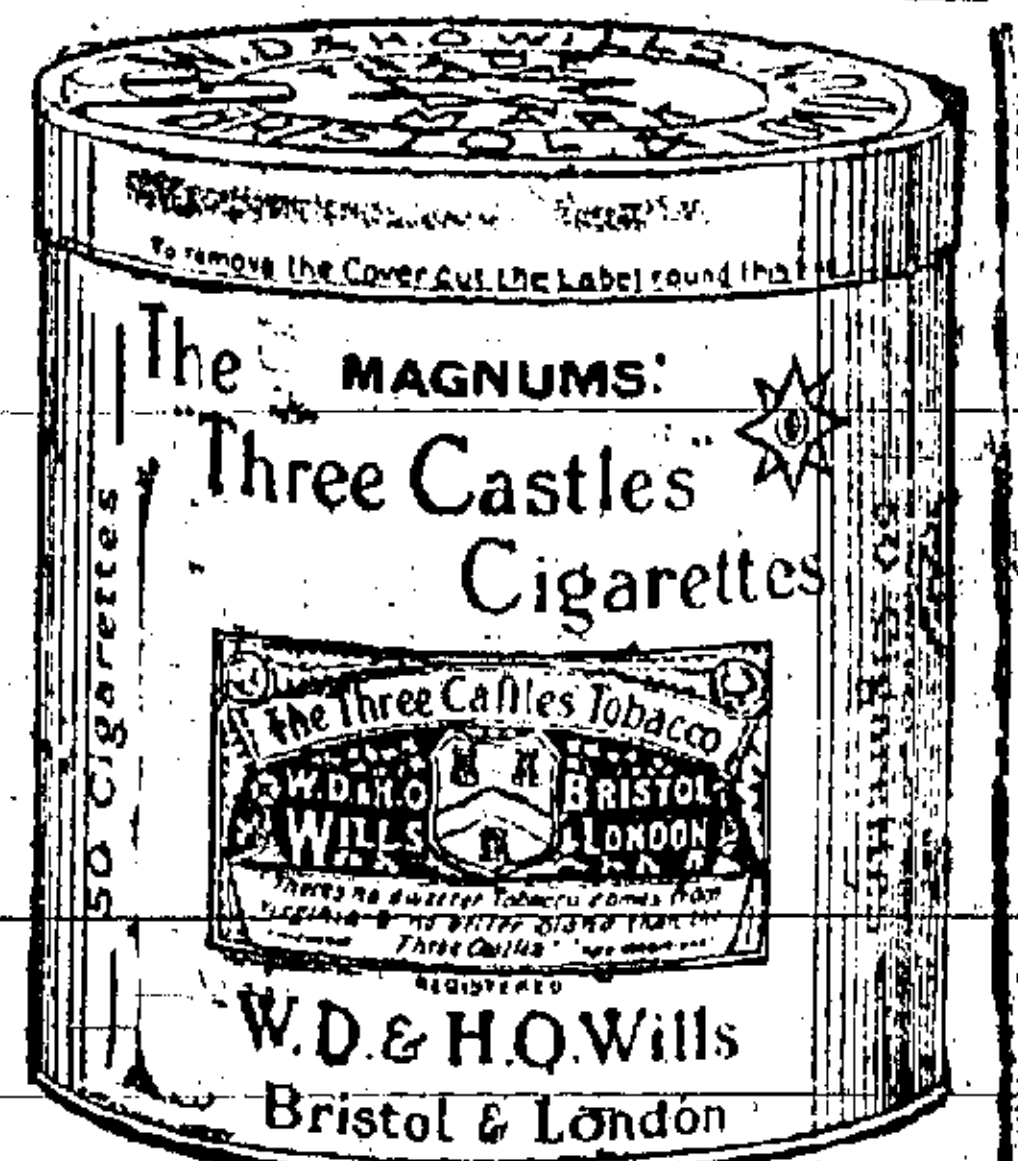


Will just suit you. It is HAND-MADE, QUITE free from  
dust, and will please the most fastidious Smoker.

Obtainable in air-tight tins of 50 from all Dealers.

ASK FOR

**"THREE CASTLES"  
MAGNUMS.**



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STERILIZED NATURAL  
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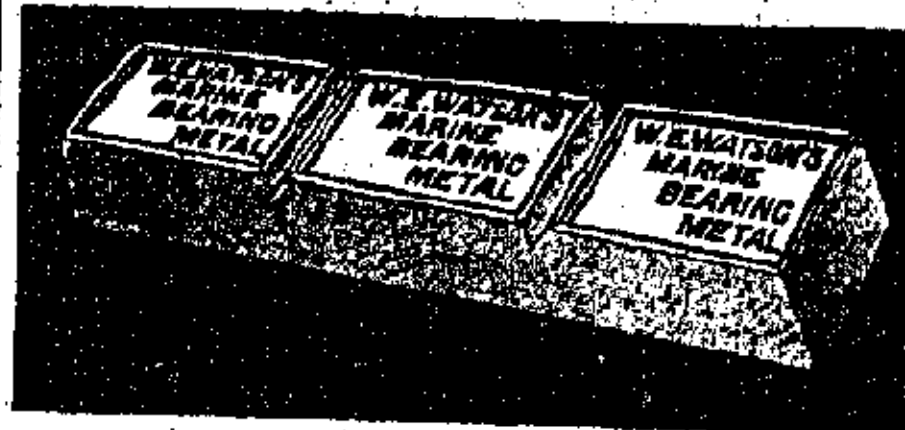
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